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VOL. VIII. PITTSBURGH, WEDNESDAY MORNING, JANUARY 18, 1871. NO. 103.

FIRST EDITION.

12 O'CLOCK, M

HARRISBURG.

Proceedings of the Legislature.

Local Bills Passed by the Senate—Time of the House Taken Up with the Lynn Contested Election Case—A Republican Committee Drawn—Bids for "Legislative Record" Opened—The Contract Given Out at Twelve Dollars Per Page.

Special to the Pittsburgh Press.

HARRISBURG, Pa., January 17, 1871.

SENATE.

Bills Introduced.

By Mr. Purman—For the better management of the insane, which divides the State into districts, and makes the Pittsburgh, Harrisburg, Danville and Philadelphia hospitals asylums for the permanently insane.

Authorizing the Greensburg Masonic Fund to borrow money.

Erecting Westmoreland into a separate Judicial District.

Land for Soldiers.

Mr. Allen called up a resolution recommending Congress to pass the bill giving 160 acres of land to soldiers of the late war. Passed.

The Allegheny Bill Passed.

Mr. Graham called up the bill authorizing the Third ward, Allegheny, to borrow money. Passed.

Female School Directors.

Mr. Turner called up the bill for female school directors. Passed to a second reading.

Cumulative Voting.

Mr. Buckalew called up the bill authorizing a cumulative system of voting in the election of school directors throughout the Commonwealth. Passed to second reading.

HOUSE OF REPRESENTATIVES.

The Judicial Contest.

The resolution from the Senate for a joint convention at 10 o'clock, to appoint a committee to try the contested election of Judge Lynn, Republican, of Philadelphia, was taken up.

Mr. Smith, Republican, moved the reference of the petition in the case.

Mr. Josephs, Democrat, pronounced this revolutionary.

Mr. Marshall, Republican, contended that under the Constitution of 1838 the Legislature had no power to try a judicial contested election case, only impeachments and elections of Governor, Senators, Representatives and Electors. The fourteenth section of the act of 1851, vesting the power of investigating judicial contests in the Legislature, was therefore unconstitutional.

A protracted and exciting debate followed. Mr. Strang, Republican, said the question of the validity of the Declaration was plainly in violation of the law that the Republican party in the House could not afford to follow that example, and unless he could be convinced that the act of 1851 was unconstitutional, he should comply with the requirements of the law and Mr. MOORHEAD, Democrat, withheld to inquire of the Attorney General.

Mr. Smith urged that what was done in the case of Governor Geary in the House on the Pardon case was law in the House on this case.

The motion for a special committee was lost, and the House concurred in the Senate resolutions.

The Joint Convention

To draw a committee in the Judicial election case met at three o'clock. Mr. Wallace presiding. The convention was about to draw the committee, when Silas W. Pettit, Esq., counsel for Judge Lynn, presented a protest against the jurisdiction of the Legislature in the case.

The same was overruled by Mr. Wallace.

Louis W. Hall and Nathan J. Sharpless appeared for the contestant, Republican, and the joint committee was selected: Senators Allen, Anderson, Delamater and Osterhout, and Representatives Fulton, Delaware; Mann, Montgomery; Rhoades, Bucks; Walker, Reinvehl and Strang, all Republicans.

Contract for Printing the "Record" Given to a Harrisburg Firm.

The Joint Committee on the proposed *Legislative Record* met to-night, and opened bids as follows: Sieg & Co., Harrisburg, for 1,000 copies, per page, Brown & Co., *Daily Patriot*, Harrisburg, fourteen dollars and twenty-five cents; George Bergner, *Daily Telegraph*, Harrisburg, fourteen dollars and thirty-two cents; A. J. McCleary, Philadelphia, fourteen dollars and fifty cents; A. M. Larson, Philadelphia *Post*, fourteen dollars. The contract was given to Sieg & Co., subject to the decision of the Legislature.

FIRES.

Philadelphia.

PHILADELPHIA, January 17.—Daniel Wolfington's cotton mill, at the falls of the Schuylkill, were burned this morning. Loss $25,000; insurance $20,000.

Lima, Ohio.

CINCINNATI, January 17.—A fire broke out in Lima, Ohio, at 9 o'clock last night, in a large business house on Public Square, and at last accounts the fire was spreading fearfully. There being but one small fire engine in the town, the citizens were unable to check the conflagration. The following persons are heavy losers: A. F. Wheeler & Co., dry goods; King & Parkham, hardware merchants; Jackson's book store, Kramer's photograph gallery and Gus French's clothing store. The goods were mostly saved in a damaged condition.

Chicago.

CHICAGO, January 17.—The large slaughtering and packing establishment of Armour & Co., on the corner of Salt street and Archer avenue, was burned in early this morning, and was completely destroyed. The main portion of the establishment was built of brick, and was of immense size. Pens were about four thousand live hogs, all of which were rescued. Some two thousand dressed hogs were saved from the fire. The loss on the building is $40,000, fully insured, as follows: Western Home, Buffalo city; Market, New York; Equitable and Merchants', Chicago, each $5,000; Farmers', Chicago, $6,700; Republic, Chicago, $5,000; Franklin, Philadelphia, $5,000; Hanover, New York; North British and Mercantile, each $2,500; Norwich, $1,200. The stock was insured for sixty thousand dollars, with thirty-five thousand dollars insurance, which is distributed as follows: Germania, $5,000; Merchants, of Hartford, $5,000; Irving, of New York, $5,000, and North British, $10,000. Two hundred persons are thrown out of employment by this disaster. During the progress of the fire Francis Hoag, Thomas Barry and Alderman Blair were seriously injured, and Richard Dubarch slightly, by the falling of the walls. The fire had its origin in the explosion of a gasoline lamp in the third floor room.

The American Cutlery Company's works, on Ewing street, between Halstead street and Blue Island avenue, were burned last night, with their entire contents. The loss is estimated at one hundred thousand dollars, with an insurance of sixty-five thousand dollars. The origin of the fire is unknown, but the factory was never made public exhibitions of themselves.

Mr. DAWES—Now we have heard all, and I hope we will have a vote.

Mr. COX, continuing—Who runs the Executive department when the President is absent? Must we give extra pay to General Dent or any of that family? We all know there was a gentleman present (Mr. LOGAN) [Laughter.] Must we give it to General Babcock, or any other military people who not only legislate for the Executive, but are also appointed as in Congressional duties? If so, how much shall we give them for Executive, and how much for legislative labors?

Mr. BENTON—I rise to a point of order. The gentleman has already talked longer than five minutes, and is out of order besides. [Laughter.]

The CHAIRMAN sustained the point of order.

Mr. HOLMAN replied that he did not cover that or any case in which a State had expended large amounts for extra bounties. The case before him simply included were those for established camps, recruiting, &c., in the States.

Mr. WILSON was opposed to paying anything more than the interest.

Mr. FENTON referred to the rapid augmentation of the State debt of New York in extending and to the General Government, to upwards of $27,000,000, upon which the State had paid nearly $15 Cheroonge for interest. Therefore, under the bill that interest would be refunded by the General Government.

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Mr. WILSON, of Vermont, to meet the objections suggested by Messrs. Scott and Fenton, proposed an amendment, which was accepted by Mr. Morton, confining the payment of interest to such principal as has been or may be audited and allowed by the Treasury Department.

The bill was variously amended in unimportant particulars.

Mr. RAMSEY offered an amendment to require the payment of interest on all war scrip issued by the States.

The Senate, without disposing of the measure, after an executive session, at 4:30 adjourned.

HOUSE OF REPRESENTATIVES.

Mr. WASHBURN, of Wisconsin, from the Committee on Appropriations, reported the regular naval appropriation bill.

Mr. BUTLER, of Massachusetts, offered a resolution authorizing the President to appoint three commissioners to examine and report as to the distribution of the aid granted by the Government to the Pacific and other railroad companies; what persons have derived benefit therefrom; to what extent and in what manner. Referred.

The house resumed consideration of the bill which was under discussion last week, to secure the proper treatment of cattle in transit by railroad.

Mr. PORTER asked leave to have a letter read from Prof. David Clark, of Hartford, Connecticut, relating to the ability and general integrity of Caleb Smith, the colored West Point cadet.

Mr. BUTLER objected.

At half past one the House went into Committee of the Whole, Mr. ALLISON in the chair, and resumed consideration of the Legislative, Executive and Judicial Appropriation bill.

Mr. ARMSTRONG moved to increase the salaries of the nine Circuit Judges from $5,000 to $6,500. He argued in support of the amendment.

After considerable discussion the amendment to make the salaries of Circuit Judges $6,500, and an amendment to make them $6,000, were both rejected, and the salaries continued at $5,000.

Mr. ARMSTRONG moved to fix the salaries of United States District Judges at $5,000, $5,500, $6,000, $6,500, classifying them by States and Districts. Rejected.

Mr. FARNSWORTH moved to reduce the salary of the Solicitor of the International Revenue from $5,000 to $3,500, and that of the Solicitor of War, transferred more than his superior, the Solicitor of the Treasury. Rejected.

Mr. DAWES proposed an amendment directing the payment to John W. Douglass, Assistant Commissioner of Internal Revenue, of the balance of his salary and that for the Commissioner for November and December, 1870, while he acted as Commissioner. Agreed to.

Mr. ELA offered a similar resolution applying to Samuel Dunell, while he performed the duty of Commissioner of Patents.

Mr. COX suggested an allowance to Gen. Dent in the absence of the President. He did not believe in paying any subordinates for running the White House while the President was on a philandering expedition through the country. He thought that it was not standing on the ancient ways of the Government. The old President's door was a rail fence post, but stayed in Washington during the summer heat and winter cold.

Mr. HOAR remarked that the second President of the United States had been absent from Washington seven months.

Mr. COX knew that, but it was during sickness of his family. None of the President's had gone philandering about the country. He had stayed in horse races, smoking all the contraband cigars that they could get.

Mr. MAYNARD recited the example of General Jackson, the greatest of all Presidents, who used to travel home to Tennessee in his private carriage, taking weeks on the trip.

Mr. COX was sorry that the gentleman from Tennessee did not follow the example of General Jackson. [Laughter.]

Mr. LAWRENCE called attention to the example of Captain Tyler, the smallest of all Presidents.

Mr. COX was sorry that a gentleman present copied such a very small example. [Laughter.] The good old Democratic Presidents did once in a while go home to see their families in a decent way, but never made public exhibitions of themselves.

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WEDNESDAY, JANUARY 18, 1871.

It is said the Code Commissioners will recommend the addition of two to the present number of Judges of the Supreme Court of Pennsylvania, as a measure absolutely necessary in consequence of the great amount of business. The revision of the Judiciary will constitute an important work of the Constitutional Convention which is expected to meet, and the opinion is entertained that the whole subject should be remanded to that body.

A CHICAGO detective appeared in New York professing to be able to produce the NATHAN murderer any moment, but refused to make the disclosure because he could not get enough of the reward offered. He may have been as ignorant on the subject as a score of others who have undertaken to make awful disclosures, but taking him at his word, can he without penalty refuse to disclose all he knows? If it is not a legal, certainly it is a moral offense, to withhold information so necessary to justice as the detective professes to possess, and any man who, because he can't sell information for the price he asks, keeps it, becomes a near neighbor to the murderer *himself*.

WRITING of the shipwreck of the Saginaw, a western Democratic paper inquires of the Secretary of the Navy why it was that the "Government had no vessel at Honolulu to send to the rescue of the poor sailors on Ocean Island? The same thing happened when the Oneida was lost in Yokohama Bay. Must we always be obliged to borrow ships and boats to search for our dead and dying?" Wait a little, and before long we will probably have a chance to quote from this journal a complaint against the Government for maintaining a costly and unnecessary navy in time of peace. There is no consistency to commend in such conduct.

THE announcement that the United States Court at Cincinnati is about to try a case against one FEE WARD for kidnapping a colored woman and selling her into slavery, takes us back to the ante-war days. The prosecutrix is HENRIETTA MOORE, a mulatto woman, who avers that in 1853, the defendant, with Rebecca Boyd, kidnapped her into Kentucky, and finally sold her to a Southern trader, although she had long been a free woman, residing in free Ohio. WILLIAM PULLAIN, the trader, sold her to GIRARD BRANDON, of Mississippi, for $1,050, who for fifteen years compelled her to labor as a common field hand. She alleges that she was subjected to great cruelty, lost her own time and was prevented from returning home until April, 1869. For it all she asks $20,000 damages, and she is more likely to get it now, than would have been the case even ten years ago this month.

THE consolidation of the Revenue Districts is giving General GRANT, to whom the duty is confided, a great deal of trouble. What ought to be a straight-forward piece of business is rendered a difficult task by the contest which always ensues whenever practical retrenchment is intended by the dismissal of useless officers and the abolition of salaries. It is probable that the President finds little difficulty in determining what really ought to be done, if the public interest solely were taken into the account, regardless of that of party or individuals; and we are satisfied that, when it comes to the question of economy the public will be as safe in the hands of Gen. GRANT as any man that could be named; but he would be something more than human who could be uninfluenced by the pressure which an army of office-holders can bring to bear: and it is too much to expect that in every case only that will be done which a man in his private affairs would do his own free will do. Herein is afforded another illustration of the continual war which is going on between the public treasury and those who live by office, and the necessity for reforming the civil service. The hopes of securing such a reform are mainly based on the enormity of the abuses requiring correction.

IT is now openly charged that the influences which have been at work for the removal of the Allegheny Arsenal, have been exerted solely in the interest of a few men who wish to secure the land, cut it up and sell it cut in lots on speculation. The bill which has already passed the House, is in proper shape for this scheme. The conditions set forth in the resolutions adopted by Councils have been utterly ignored, and the proposition to convert the ground into a "square" was a mere pretense, intended to deceive the people and hide the selfish designs of the schemers. However this may be, we know, and all men know, that there are persons in every community who will sacrifice the public interests at any time, if they can but subserve their own. The original grounds would be a grand prize to some half dozen such persons. The land could be made to yield half a million clear, at least, even under a liberal appraisement; and if the appraisers were not made of sterner stuff than is usually selected for such business, they could be "seen," and the profits correspondingly increased. Some of the friends of General NEGLEY assert that he is not in the plot, but has simply been made a cat's-paw, under the belief that the city will become the purchaser of the grounds for park purposes, and that the measure will increase his popularity in that section of the city. They even go further, and assert that he has been made aware of the real situation, and is now exerting himself to avert the irreparable damage which must ensue to this city in case the scheme for the abandonment of the arsenal succeeds. Time will probably show where "our Representative" stands on this question.

WHILE the English speaking world has been in a state of anxiety concerning Dr. LIVINGSTONE'S fate, the German speaking world, at least the portion of it interested in geographical discovery has been deeply troubled in behalf of Dr. GEORGE SCHWEINFURTH, the somewhat famous African traveler. For more than a year nothing was heard of or from him, and the conclusion was pretty generally accepted that he had perished. At length Dr. PETERMANN of Gotha, reports the safety of the explorer with some interesting results of his researches. Dr. SCHWEINFURTH has visited the so-called Ujam Ujam countries, a region of Central Africa never before seen by a European, and has succeeded in bringing away abundant drawings of curious objects and also rich collections in the various departments of natural history. He has besides formed the acquaintance of certain negro tribes whose peculiarities had been heard of, but had not been generally believed in. He has, for instance, been among those wonderful dwarfs, and has actually brought one of them away in his service. This statement, we confess, seems hardly satisfactory. If we were told that he had carried off the specimen in his pocket, we might safely set down the Pigmies no longer fabulous. But that is to be patient. A gigantic and hitherto unknown species of the bread tree is also among Dr. S.'s discoveries.

APPARENTLY the public are not destined soon to hear the last of the NATHAN murder. Hardly a week elapses without presenting some new claimant for the infamy of having done the deed, or for the honor and reward of having discovered the perpetrator. Candidates of the former class for the popular interest are either jokers who find amusement in mystifying the police, or crazy people who soon persuade themselves that they have committed whatever deed they often hear talked about, that is, whatever deed their disordered powers of attention are long fixed upon. The phenomenon is a feature of a sort of mental disease well known to the books. The second class of aspirants for the public favor are generally, we suppose, private detectives, or policies who wish for a prosperous admission into that noble profession. According to a paper in the last number of the *Galaxy*, the business of private detection is numerously represented in New York, and most likely other large cities are equally blessed. Indeed, there is hardly a village in the country in which there are not a few morally and intellectually gifted individuals manifestly called by nature and taste to engage in the pursuit, and even though quite unappreciated and unrewarded except by the pleasing consciousness of ingenuity exercised, perhaps contrive to do somewhat in it in the way of avocation, if not regular employment. To return to the NATHAN case; last week a man from Chicago professed to have found a clue to the murderer, but learning that the splendid reward in case of discovery would be divided among the *force*, he withdrew. From the revelations of the article in the *Galaxy*, it may be reasonably suspected that his whole object was to extort money and that his clue is a mere pretence.

A FAILURE.

The Revenue Reform party, although ushered into existence under the superintending care of some of our most experienced newspaperial and political accoucheurs, amid the greatest expectations of its future usefulness and success, has turned out to be, after all, merely a malformation of incongruous elements, which may without exaggeration of idea, be symbolized as the body of a jackass, with the head of a fox, the eyes of a lynx, the tongue of a parrot, the scent of a blood-hound, the tail of a peacock, and the legs of a sloth. This unexampled society of incompatibles—this enforced combination of asinine stupidity, instinctive craftiness, quickness of sight, stereotyped utterance, keenness of pursuit, ostentatious pride, and tardiness of movement—has been a miserable weakling from the hour of its birth. Its fosterparents, who, in capricious mood, completed the heterogeneousness of its nature by having it christianed by the name of Revenue Reform, have prescribed as its regular diet copious quantities of anti-protection pap, compounded of salt, sugar, tin and a few other articles. This hybrid partakes of the inherent feebleness which characterizes the whole class, and, like two-headed pigs or eight-legged calves, started life with a very moderate stock of vitality. Although only a few months old, it already lies in a critical condition, smitten with a gradual progressive emaciation and exhaustion from deficient nutrition, and gives signs of speedy departure to that bourne whence no traveler returns. It is one of those phenomena of unsymmetry and impatient development which occasionally vex our politics, startle the popular mind into a temporary and fleeting wonderment, fret and fume in brief importance upon the public stage, and then disappear into merited obscurity, where some historian of our times, groping among the rubbish of the past in search of materials for his annals, may stumble upon the moldering relics of the Revenue Reform party, and rescue them from total oblivion in a paragraph.

The reason why this organization has been such a miserable failure is because it was the bantling of a clique, not the offspring of public opinion. Originating in intrigue, its parturition took place in secret conclave, where some over-confident and highly self-esteeming individuals deluded themselves with the notion that they could manufacture a party to order, and force it into high prominence and enthusiastic acceptance by the country, without any preparatory manifestation of a desire for it on the part of the voting masses. That it is neither needed nor wanted is conspicuously shown by the fact that the concerted effort to push it into notice, although backed by some of the most widely circulated and influential journals east and west, has utterly failed to make an enduring impression, and has instead encountered discomfiture everywhere. The clamor against protection which was to be started simultaneously from so many points of the compass as to appear the universal voice, failed, contrary to anticipation, to deepen into a roar of indignation. Lampoons on the tariff and panegyrics on free trade were composed in vain. No sympathising response came from the great body of the people, who refused to agonize over oppressions which they could not feel, and which they could not see, even when pointed out with ocular revenue reform disinterestedness. There was a considerable anti-tariff agitation, and no little warmth of discussion, both by men of the pen and men of the tongue, but nearly all outside of Democratic circles proceeded from the conspirators who had devoted themselves to gestating and giving birth to the new political hybrid. This fact was soon comprehended by the masses, whose intuitive sagacity assured them, that, if the abuses and exactions which they were told were such grievous burdens upon their shoulders, had been realities instead of pretenses, it would have been impossible for them not themselves, as parties directly concerned and affected, to have discovered these cumulative evils in their practical operation, from day to day. Whenever the severe and constant inflictions to which the people are said to be subjected by the present tariff were depicted in the most vivid colors, the general mind at once turned to its personal experience in the premises to test the truthfulness of the allegations, and left off the examination with the conviction that the Revenue Reformers were drawing upon their imagination for their facts, and commonly exaggerated to make out a case. Had the pocket-nerve of the community been really touched in the ways indicated, and to the extent claimed, the victims would have been certain to find it out, particularly when explained to them with so much minuteness; and the result would have been indignation and resentment that knew no bounds. Under this awakening to a sense of oppression and systematic defraudment, the Revenue Reform party would have swept the country like a whirlwind, from one end to the other, and been welcomed with ringing plaudits on all sides as a deliverer of the people from intolerable thraldom. As nothing of the sort took place, nor anything resembling it in the remotest degree, no conclusion remains but that the abuses and exactions which the masses refused to recognize, when perfectly untrammeled in their action, and with all the facts elaborately pressed upon their attention, must have been little less than pure fictions or base fabrications. What makes the failure of this carefully planned and systematic appeal to the popular mind still more signal and conclusive, is the consideration that had even one-tenth part of the alleged disorders and delinquencies of our tariff system been true, that alone, on sufficient proof, would have compelled the impeachment of the Republican party before the bar of public opinion. Every Democratic press in the country would have taken up the argument of the revenue reformers, and repeated it, with spiteful gratification, in every nook and corner of the land. That this was not done is tantamount to demonstration that the argument possessed neither force nor utility as a weapon of offensive warfare in the hands of an unscrupulous partisan. From first to last, the journals of the opposition have regarded as of no serious import this arrogant attempt to bring the Republican party to repentence on an issue concerning which it was committed in the most public, deliberate, solemn, comprehensive, solemn manner—in its national platform of 1869, and in a long series of Congressional enactments extending through nine years. What could escape the vigilant scrutiny of these editorial experts, as well as the observation of the general classes of society, vitally interested in shielding themselves from every form of pecuniary oppression, cannot be the burdensome imposition it is represented to be; and, in the very face of such conditions, any effort to make it out so is so perfectly ridiculous as scarcely to require refutation. When an intelligent, observant, investigating, reflective people, having a personal stake in a given issue, refuse, after a full, long continued, systematic presentation of facts, statistics, figures and reasons bearing upon the subject, to consider themselves wronged or defrauded, it is about time to conclude that those who insist they know better have some ulterior design of their own ambuscaded behind the one which they display with such a show of lofty disinterestedness and humanitarian zeal. All must remember what a splendid parlor the spider had, and what a glowing description of its comforts and conveniences the grim inmate discoursed to the fly on the outside, when extending to that insect an invitation to enter. Well, in this case, the pair is the foreign revenue reform, the spider is the foreign producer, and the fly is the American consumer. To carry out the illustration, protection is the strong lock upon the door which gives entrance to the parlor.

It has passed into an aphorism that what cannot stand with credit cannot stand long. Hence, the people having repudiated the Revenue Reform party as a separate and distinct political organization, it must be hastening to the natural termination of its feeble, spasmodic, inglorious career. With a growing consciousness of its impotency and decay, it has already dropped that imperatorial tone and dogmatic self-assertion which characterized the first period of its existence. At the beginning, when putting on its armor, it boasted as one who is about to put it off, after vanquishing all opposition; and discoursed of its future, its plans, its measures, its principles, as if men and circumstances were the helpless instruments of its will; now, confronted by insurmountable obstacles where it had rashly anticipated easy progress, it no longer assumes an arrogant front and the bearing of some cyclopean athlete who is accustomed to conquer without strain or visible contortion. In consequence of this progressive development of inherent weakness, many of those who were deluded into rallying to its standard, under a mistaken notion of its coming ascendency, have hastened to withdraw from its camp, and to disavow all connection with the movement. Thus, from the pretentious attitude of a powerful and aggressive party, national in extent, it has dwindled to that of a faction of slender proportions and diminishing vitality, with the nearing prospect of an ignominious dissolution. Even in this belittled condition, it does not possess that strength which comes of unity of purposes and councils, but is a prey to internal dissensions as well as to external assaults. At this rate of disintegration, it cannot be long before what is known technically as "Revenue Reform" will disappear from the arena of our politics, and the battle between protection and free trade be left to be fought out between the Republican party as the champion of the former, and the Democracy as the champion of the latter.

JUDGES' SALARIES.

For many years the low salary paid to a Judge of the Supreme Court of the United States has been a positive disgrace to the nation. It has been a scandal as well. The place is the highest professional position to which a member of the Bar can attain or may aspire. It is on all hands admitted that the position calls for the most complete qualifications within the reach of a lawyer. No man may be gifted with abilities, or make professional acquisitions of knowledge, or possess a refinement of the moral sense greater than the place calls for. The opportunities, if not the demands of the position are such as to put into action and utilize whatever qualities natural or acquired, whatever attainments however shining or admirable the incumbent may possess. In virtue of his office he becomes an examplar more or less to the profession throughout the country, and unavoidably exerts an important influence upon their moral and intellectual character. And from the nature and relations of his decisions, the credit or discredit of his performances is reflected upon the entire nation. Yet heretofore one of these judges has not received a higher compensation for his time and labor than a village lawyer might earn by his practice. Making all due allowance for the honor of the position as affording some remuneration, the salary has appeared ridiculously insufficient. With the increased expensiveness of living and with the increasing tendency everywhere to estimate things by a pecuniary standard, the disparity between the services rendered and the wages paid for them would seem ever more glaring. It is surprising that the recent movement in Washington for the increase of the judges' salaries encounters any opposition. By reflecting and reasonable people generally we doubt not it will be heartily approved. The fact that men qualified by talents and learning to be judges are willing to accept places so ill paid affords no justification for the niggardliness of the paymasters. The nation owes something to its own character in the relation. And then, though a lawyer here and there may not be less fit to be a judge because he happens to be indifferent to money, such unconcern must be allowed to be rather unprofessional. To most first rate members of the profession, a good income at least must seem a legitimate object of pursuit in proportion as the country advances in wealth and refinement, justice to his family as well as himself, will forbid the lawyer in high practice to accept a position to which a low salary is attached. Hence another reason for approving the increase of the judicial wages in time, a reason urged by Mr. DAWES a few days ago with great force. Unless the office pays well enough to attract, or at any rate so as not to repel truly able men learned in the law, there is danger that the Bench of the Supreme Court will be occupied by men so inferior in intellect and knowledge to many of the lawyers who conduct cases before them, that justice will suffer from the inequality. It is a humiliating and pitiful sight a Judge made to play Mr. PUNCH by an adroit performer in the person of an able advocate.

A CORRESPONDENT writes a long and very interesting letter from the White Pine mining regions of Nevada. After stating that the weather is very cold, with two feet of snow, that *many* of the mines must be developed for the present, that railroad cuts are *all* open ones covered up each night to keep out the nightly failing snow, he touches on the lack or rather difficulties of transportation, and dilates somewhat on the disadvantages offered by narrow gauge railroads, and their probable effects on mining districts. "They are coming into use in Europe; a company has been formed for their construction in California, why should they not be undertaken in the White Pine regions? They (two feet) six inch gauge can be built in a flat country with a saving of 50 per cent. compared with the broad gauge. In a mountainous district this figure would be increased to at least 75 per cent. They have been successfully constructed in Wales, where the country was so rough that no attempts could be made at the building of broad gauges. Had one been made to the Nevada mines some time ago one half of the paying mines would now be lying idle, and their products lost to the country. Capitalists investing in this, and now the Narrow Gauge Company of that State are going to connect the mines of Arizona with the coast five hundred miles long through a mountainous country, at the cost of $10,000 per mile. And all over the State such projects are in contemplation. They would certainly increase the production of gold and silver by affording a facility of egress, and a cheapness of transportation, thus lowering the price of those metals. Just fancy the contrast between all our bullion being dragged eight miles a day in prairie schooners, at the enormous cost of $40 per ton, and being whirled along at one hundred miles a day by a little "bogie" engine, such as are used in Wales, with more than one thousand tons of freight at a saving of ninety per cent. on present outlays for that purpose. The smelters complain that so much capital in the shape of bullion must lie idle for such a length of time, owing to delay in transportation, that they find it difficult to make a paying interest on their investments. Matters would soon change with rapid transportation. Mines will not be worked without smelting furnaces; smelting furnaces cannot well succeed without proper transportation to carry off their products; narrow gauge railways furnish the best means. Hence it would pay eastern capitalists to invest in Nevada and other western narrow gauge roads, is the correspondent's conclusion, and he adds his opinion that the smelting furnaces are making little money, however, he gives the names of many new ones springing up. This might furnish another argument for more perfect means of transportation.

IF anything were needed to strengthen the popular demand for the enactment of Mr. Kelley's bill doing away with the internal revenue system, it is furnished in a recent remark of General GRANT. Some days ago Commissioner Pleasanton submitted to the President a plan for carrying out the proposed consolidation of the collection districts, furnishing the statistics of the several districts, and showing, also, what will be saved by reducing the number of the several districts. The President approved of the Commissioner's views, but stated that members of Congress had asked him not to consolidate the country districts, as it would be detrimental to the political prosperity of the party in ensuing campaigns. Particularly was it urged by the Southern members, who are anxious to have all the advantage the Administration may give in the next few years. Additional was made to consolidation in city districts, but for the sake of the support of a few office-holders the Congressmen from these country districts would check a most practical measure for reducing Government expenses. The President concurred, and to side with the people in the matter by abolishing, so far as possible, instead of consolidating the revenue districts. In such a course the majority would surely be with them.

THE current report is that the Committee on Foreign Affairs will not recommend that this Government assume the payment of the Alabama claims, but will, probably, recommend the appointment of a Commission clothed with judicial powers to determine the amounts of property due to claimants, so that a correct valuation of the indebtedness can be made. Such action should quiet the fears of those who apprehend a "job" in paying the sufferers by the depredations of rebel cruisers, and should also satisfy the claimants, by giving them a definite and opportunity to prove their claims, before witnesses and documents have disappeared and become scattered.

A SELF-CONSTITUTED committee of members of both Houses of Congress have assured the ladies that the present Congress will pass an act declaring the right of women to vote under the Fourteenth and Fifteenth amendments, provided as many as ten thousand women petition for the passage of such an act. The fact that this announcement appears with the statement that 425 lady members of the Illinois Normal University participate in the agitation of female suffrage, suggests the query, will Congress pass the act if the majority of petitioners shall be against it?

THE Democracy are no more united than the Republicans upon the annexation of San Domingo. While Vallandigham favors it in Ohio, Frank Blair writes from Missouri to Washington supporting it, and alleging that the Democratic party was formed for abandoning the ancient land-marks on the question of expansion and "manifest destiny," especially to the southward. Gen. Blair forgets that in the days when Democrats wanted to annex more land to the South, it was to extend the area of slavery.

THE iron steamers that ply the Delaware are never stopped by ice from making their voyages to and from Philadelphia, and the object to the use of a Delaware steamer line on that score is disposed of. Iron steamboats might have similar good fortune on Western rivers if they would make the experiment.

A MAN in Iowa has invented a new double rail. The bottom piece is pyramidal, with a flange on the outside. The top, or true rail, sits on this, and can be reversed at any time. The under rail will wear for years, any breakage only making it better (by renewal); and the top one may be made of inferior iron.

THE MURDEROUS RULOFF.

More Old Atrocities Ascribed to Him.

[From the Troy Daily Times, January 14.]

In this connection it is proper to add a fact in Ruloff's history that has evidently been overlooked. Soon after his marriage, and while he was living with the family of his father-in-law, Mr. Schutt, in Dryden, he was employed as physician to attend his wife's brother and that brother's child in sickness. These both died suddenly while under his care. Nothing was thought of it, however, until after the disappearance of his wife, when it was remembered that he had shown much ill-feeling to his brother-in-law to whom the latter had opposed his marriage. And though there was no means of proving this first double crime, which was soon succeeded by another of more fiendish atrocity, yet there is scarcely a citizen of Dryden who does not believe to this day that young Schutt and his little child died from poison at the hands of Ruloff. How many others have fallen by his murderous hand will probably never be known, for he is not a man to whom the gallows can present sufficient terrors to force him to confession. The man who innocently helped Ruloff lift the box containing the dead bodies of his wife and child into the wagon after the murder was Thomas Robertson, a Sheriff of Tompkins county over forty years ago, and brother of Smith Robertson, the Sheriff, who protected Ruloff from the mob on the evening before, by smuggling him off to Auburn in the spring of 1859. The wagon used by Ruloff to carry coffins, bodies to Cayuga lake belonged to the first named Mr. Robertson, and had been borrowed for the occasion. Mr. Robertson still lives on his farm in Tompkins county and the house in which Ruloff murdered his wife and child stands directly across the street from his residence. It is one of the most picturesque residences in Tompkins county, looking directly down upon Cayuga lake, and is a wealthy and fertile farming region.

OBITUARY.

Stephen Colwell, Esq.

Philadelphia loses one of her best and most eminent citizens in the death of Stephen Colwell, Esq., who died last evening at his residence, in Locust street, after a long illness. He was born in that city, March 25, 1800, so that he was in his seventy-first year. He was educated at Jefferson College, Canonsburg, Pa., and then went to Pittsburgh where he studied law, and practiced at the bar for some time. Then he went to Philadelphia, where he was engaged in business as an iron merchant, and where he has ever since resided. He has always been a student, and formerly wrote frequently on public questions, financial, political, religious and social. One of the first of his writings that attracted notice was a pamphlet in 1834 on the removal of the deposits from the United States Bank. In 1836 he published another, signed "Jonathan B. Wise," on Protection to American Industry. The work that created more sensation than any other from his pen was called "New Themes for the Protestant Clergy," printed in in 1858, and in answer to reviews of it he wrote "Hints to a Layman" and "Charity and the Clergy." In this latter book were worked by great force and of language, vigor of thought and purity of style, Mr. Colwell's "Politics for American Christians," which appeared in 1856, and which has also had an admirably written book. In addition to these he wrote books, pamphlets and review articles on subjects of discussion, but more particularly on financial subjects, the history of banking from the earliest period having been with him a favorite study with him. He contributed an introductory essay to the works of Frederick List, together with notes, which show a remarkable knowledge of the whole subject of Political Economy.

Mr. Colwell's will, it is understood, leaves his very valuable library, which is especially rich in works on Political Economy, to the University of Pennsylvania, and we believe that it provides for the establishment and endowment of a Professorship of Social Science in that institution. Mr. Colwell was also for a very long time a very active member of the Board of Directors of the Girard College for Orphans, and was for many years one of the Managers of the Pennsylvania Hospital. He was married in 1824 to Miss Mary Ann Hall, daughter of the late John Hall, Esq., of Philadelphia, and has had a large family of children, of whom seven survive him.

A New Novel.

A novel by Wilkie Collins is always worth reading; the ingenious plot, rapid narrative and lively dialogue seldom fail to absorb the reader and make him forget everything but the fortunes of the characters. *Hide and Seek*, admitted, we believe, to be one of his best, has been just received and is on sale at Gildenfenney's, Fifth avenue; Peterson's edition, good print, price only seventy-five cents.

THE Frankfort, Kentucky, correspondent of the Cincinnati *Commercial* relates as follows how the Ku-Klux were brought to grief: "The best thing that has happened in a long time in Kentucky, happened last night, not many miles from Frankfort if the report is true. A negro killed a Ku-Klux and his horse. The death of the latter to be regretted. Gathering what I can from rumor, the circumstance seems to be this: About midnight seventeen Ku-Klux rode up to a cabin where lived several negroes. They called the negroes out, and commenced firing at them, wounding one badly in the foot. The wounded man shot one of them dead, and killed his horse. The other negroes, armed by this time, and commenced firing right in among the graveyard party. They soon had enough and ran off, leaving a dead man and two horses on the field. The face of the Ku-Klux was blackened so as to make them appear like negroes, but the dead man is black off, it was found that he was a white man."

The whole city is in commotion at least just now from what I hear upon the streets, and from farmers from the country, that these late outrages are awaking public sentiment to the very verge of madness and refinement, justice to his family as well as himself, will forbid the lawyer in high practice to accept a position to which a low salary is attached. Hence another reason for approving the increase of the judicial wages in time, a reason urged by Mr. DAWES a few days ago with great force. Unless the office pays well enough to attract, or at any rate so as not to repel truly able men learned in the law, there is danger that the Bench of the Supreme Court will be occupied by men so inferior in intellect and knowledge to many of the lawyers who conduct cases before them, that justice will suffer from the inequality. It is a humiliating and pitiful sight a Judge made to play Mr. PUNCH by an adroit performer in the person of an able advocate.

A CHERBOURG correspondent thinks he has learned the secret of the inefficiency of the great French navy in the present war. "Torpedoes" against it all. The ingenious Germans have practiced upon the hints thrown out in the American conflict, and by their superior scientific knowledge and knowledge of machinery have devised a number of infernal machines that are planted with unerring accuracy along the entire coast, so that no vessel can approach without being blown to destruction. In this way an effectual defense against all the iron clads and powerful vessels of the French fleet has been provided, and they have not dared to risk interference with it. These are interesting statements, whatever may be their character for truth, and, indeed, it is not improbable that the "little infernal" of Mr. Shadel, may do as much at this time to affect naval architecture, as the "little cheese box" of the Monitor did a few years ago.

A LETTER dated at Houston, Texas, January 5, says: "A New Year never dawned upon Texas in a more prosperous condition. The crop of 1870 was larger than ever realized, and much of it has been sold at remunerative prices. Times are good; money is more plentiful than I have ever known it during a residence in this State of more than one-third of a century; our citizens are generally out of debt; there is a surplus in the state treasury; a large amount of foreign capital and interest, immigration continues to flow in with increased numbers; many new comers from the Northern and Eastern States and also from the Chinese are flocking in rapidly; those already here give great satisfaction. The breadth of land planted in sugar cane will this year be greatly increased."

WAS there ever a better example of the utter folly of unthinking charity than that witnessed the other day by a reporter who was visiting the miserable tenement houses of Baxter street, New York? In a loathsome cellar, for which two dollars per week was paid, a squalid family were grouped around an elegant silver-mounted coffin, the present of a lady up town for whom the deceased had worked. On the top of this costly gift stood a saucer to hold the contributions of visitors to pay the funeral expenses, and although the corpse had been kept over for several days beyond the proper time, there was still two dollars lacking of the required amount.

A NEW thing in church music and Sunday school amusement was exhibited at Dr. Vinton's church, in New York, on Christmas Sunday. In the Doctor's remarks he recited the verse:

"Ring out the bells for Christmas,
The happy, happy day;
Ring out the bells for Christmas,
The happy, happy day."

And touched a wire with his foot. Hardly had he ceased speaking when the chimes began to ring, and continued until the whole tune had been played, amid the deepest silence.

HON. NELSON J. TURNEY, of Pickaway county, would suit many people in Southern Ohio for Governor, and is regarded as a Republican candidate.

GENERAL AND PARTICULAR.

A recent Boston critic, who visited both Philadelphia and Pittsburgh, complained that the former looked so nice, clean, spacious and dull, and wanted to know how all the people got a living. Passing westward he was delighted with the profusion of dirt, smoke, noise, fuss and general row in Pittsburgh. It looked like business!

Says a New York letter: The dry goods dealers report a gradual increase of business as the season advances. Western jobbers in considerable numbers are making their appearance. A higher range of prices is talked of for colored cottons. Some makes of bleached goods have been advanced both by agents and jobbers.

The *Medical and Surgical Reporter* estimates the cost, to the people of the United States, of services and medicines at $100,000,000, and adds $25,000,000 for the quack medicines swallowed. "Let the people," it says, "study these figures awhile, and then reflect that probably one-half, or certainly a large fraction of this expense, is incurred by a deliberate infraction of the laws of health; that if they tippled less, smoked less, overworked less, were less given to lechery and wantonness, ate slower, exercised more judiciously, were less 'fast' and less anxious to be rich, they would save some thirty or forty millions a year."

The second Boston ship to the African diamond fields waits in vain for passengers.

In Montreal the Roman Catholic bishop forbade the pupils of the convents and Roman Catholic boarding schools in his diocese to take a vacation at the holidays, demanding the sacrifice as a proof of sympathy with the Pope in his "imprisonment." Any child who transgressed that order by visiting her friends was to be refused admittance to the convent if she should attempt to return, or to any other convent she might seek to enter.

A common open buggy propelled by steam, like a locomotive, is exhibiting in New York. Beneath the seat and occupying the body of the vehicle is the boiler, which holds three pails of water. The wheels and other parts of the machinery are placed between the axle-trees. The inventor claims that with the fire produced with a single hod of coal he can run thirty-three miles, with twenty pounds steam pressure on an ordinary road.

The German officer in charge of a little Alsatian town don't understand French, and isn't aware how the editor of a local paper fools him. The officer has assumed the censorship of the press, and so every morning reads and approves the German side of the paper, but is blessedly ignorant that its French part advocates the cause of France with intense enthusiasm.

A Cincinnati Squire's Court was enlivened on Saturday by a suit by a seamstress against a Sheep clothing firm to recover pay for making forty-two vests at thirty-five cents each. The testimony agrees that when she brought back the vests, one of them was imperfect, having one side a little longer than the other, probably from a mistake in cutting. She offered to remedy the defect, but was refused permission, and requested to receive as pay fifteen cents each. This offer she declined to accept, and sued for her money. She is a pretty, young married woman, and was dressed in very feminine garb, with jaunty hat and feather, and acted as her own lawyer, taking the wind completely out of the sails of the gentleman who managed the defense.

All the railroads in Mississippi have agreed to take the State bonds at 50 cents on the dollar in payment for roads in future. Governor Alcorn has issued a proclamation to this effect, and enjoins all officers to receive the same at par for all fees and wages due them from the State, and for all taxes due.

According to the letter of university law the Oxford undergraduate is still liable to be stripped and scourged by the proctor's clerk for breaking a fellow collegian's square cap, or omitting to cap a bachlor of arts, or buying an ounce of tobacco. Not many generations have passed since Oxonians, in reward for faults that would, at the present date, be visited with a month's rustication, or a term's rustication, were required to kneel at the penal block and offer themselves to the stripes of a ragellator.

His Boston agent says that Koopmanschap has entirely changed his ideas of the character of an infernal, and thereafter the work of construction will be prosecuted from both extremities of the line simultaneously. The advantages peculiar to the Northern Pacific route are believed to be these: 1. It reduces the distance between the Lakes and the Pacific Ocean some 600 miles. 2. It lessens the distance between New York and the Pacific by water and rail to the same extent. 3. It lessens the distance between London and Chinese ports by the trans-continental route 2,000 miles. 4. It traverses a belt of the United States and Territories admirably adapted by fertility of soil, mildness of temperature, and equal distribution of moisture, to profitable agriculture. 5. Its elevation in the mountain region is 3,000 feet less than the Union Pacific, resulting in a diminished snow-fall, a mild climate, and far easier gradients, and it will be free of the character of all infernal route, permanently controlling the carrying trade of British America, and rendering the importation by the name of any of HARNEGIE, KLOMAN & CO. the business heretofore conducted by the Union Pacific Railroad or be carried on by the Grand Lake Superior, commercially tributary to our North-western Ports.

The corporation upon which the Government has conferred the great trust, seem determined to make the enterprise one of liberality second to none in public and permanently beneficial to the whole country.

Cheap Railway Trains.

Of more than broad interest is the petition to the Massachusetts Legislature from Josiah Quincy, that an act may be passed requiring the managers of railroads terminating in Boston to provide cheap trains for the benefit of the working classes, in accordance with the system of the English railroad corporations. The reasons given are, that hundreds of artisans, mechanics and laborers are driven from a city to a great distance on account of the permission given to railroad companies to take lands for depot purposes: that while compensation for houses and lands taken or vacated to the railroad, the tenant is turned out with no compensation for his forced removal. As a measure of justice to this class of citizens, the railways terminating in Boston are required to run a cheap train morning and evening, at a price not to exceed one per mile for the journey; that either voluntarily, or in obedience to law, the great railroads terminating in London run tickets, in a third class car, for 1d per mile fare not exceeding a shilling a week, sending passengers by such train in the morning, but permitting them to return by any train in the afternoon. The plan is said to have succeeded admirably, the profits, if any, being chiefly derived from the expense by the families of the workingmen who pay the regular fares. As a protection to the companies, their liability, under any claims for compensation for injury to passengers traveling with such workingmen's tickets, is limited by law to a sum not exceeding £100, and to avoid law costs the amount of compensation is to be determined by an arbitrator; but these conditions are also said to prevent the purchase of tickets, and the companies are entitled to a reasonable time, after each application, to ascertain whether the person is what he professes to be. For these and other reasons it is asked that the same facilities and privileges given to the citizens of London be accorded to the subjects of a monarchy.

Annexation Feeling in Nova Scotia.

A Nova Scotia correspondent of the Boston *Traveller* writes as follows:

Whatever they may, annexation sentiments prevail here to a large extent. You travel through the towns and villages and everywhere you hear the opinion freely and unreservedly given, that annexation to the United States is the best thing for these provinces, and the sooner it takes place the better. There are three newspapers specially devoted to its advocacy. This is certainly a step in advance of what it was when it would have been hazardous for a newspaper to publish anything having a tendency to sap the loyalty of Nova Scotians, and when every one who became a radical change was in former years people were chock full of loyalty and devotion to the "meteor flag" of England, there is very little of that sentiment now. The annexation sentiment is on the case of Yarmouth—one of the most important shipping towns outside of Halifax—the stars and stripes are more frequently displayed than the Union Jack. Even in Halifax—the most loyal place in English fortress—there is a large annexation sentiment. There are numerous causes for this state of affairs—the iniquitous manner in which the Reciprocity Treaty was abrogated by the act the apparent want of enterprise in the moneyed men of the country, which a young country like might say thousands. Year after year numbers of young men and young women leave the province to seek employment in the United States. The evidences of progress and thrift that meet them at every turn in the United States have weakened their faith in and admiration of British colonial institutions. Their letters to friends they have left behind have influence and weight, and helps to mould that opinion which is now fast taking shape, and bids fair ere long to sweep away the barriers that divide two people who should never have been separated.

VIRGINIA customs are unfortunately exhibited in a little affair at Lynchburg last Wednesday. A dog belonging to a "young Johnson" was being played with by a "young Johnson" when he was met by Mr. W. F. Roberts, who is spoken of as "an estimable young gentleman of mild manners," and accosted him upon the subject. The doctor admitted that the trick was played in his office, but denied all connection with it, and refused to tell who did it. Johnson then informed Roberts he would hold him responsible, and displayed a small pistol. Roberts drew his pistol and the firing commenced, Roberts, it is stated, firing the first shot. Five shots were fired in all, two by Roberts and three by Johnson. Johnson's second shot penetrated Robert's side, and the third passed through his heart, when he fell on the street, and died almost instantly. Mr. Johnson escaped unhurt. And we have an other illustration of the benefits of the communication of carrying weapons about, ready to shoot and kill on almost any provocation.

Unanswerable Arguments.

Established facts are the silent arguments which neither pen nor tongue can shake, and it is upon established facts that the reputation of Hostetter's Stomach Bitters, as a health preserving elixir, and a wholesome and powerful remedy, is based. When witnesses come forward in crowds, year after year, and reiterate the same statements in relation to the beneficial effects of a medicine *upon themselves*, disbelief in its efficacy is *literally impossible*. The credentials of this unequaled tonic and alterative, extending over a period of nearly twenty years, include individuals of every class, and residents of every clime, and refer to the most prevalent among the complaints which afflict and harass the human family. Either a multitude of people, strangers to each other, have annually, been seized with an insane and motiveless desire to deceive the public, or Hostetter's Bitters, for no less than a fifth of a century, have been a positive relief to sufferers from indigestion, fever and ague, biliousness, general debility, and nervous disorders, as no other preparation has ever imparted. To-day, *while the eyes of the whole country are upon these lines*, tens of thousands of persons of both sexes are relying upon the Bitters as a sure defense against the ailments which the present season engenders, and their confidence is not misplaced. The local potions which interested dealers sometimes endeavor to foist upon the sick in its stead, are everywhere meeting the fate that is due to fraud and imposture, while the demand for the great vegetable specific is constantly increasing.

Our Catalogues.

No. 1---Of Small Fruits, with Price List and Price List of Trees.

No. 2---Roses, Greenhouse and Bedding Plants, Shrubs, Evergreens, Etc.

ARE NOW READY AND WILL BE HAD ON APPLICATION AT

137 Liberty Street,

Or will be Mailed to any address. Our Stock of ORNAMENTAL PLANTS is much the Finest in this market and is NOT SURPASSED by any in the country. We are prepared to furnish it to parties fitting up Private Grounds, Parks, Cemeteries, etc., on favorable terms.

R. CUMMING & CO.,

Successors to J. KNOX, 137 LIBERTY ST.

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DR. W. F. FUNDENBERG,

Has Resumed the Practice of his Profession, at No. 106 FOURTH A

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$20,000

EAST END GAS COMPANY

7 3-10 BONDS.

Interest Payable JANUARY and JULY, Free from Government Tax.

FOR SALE BY

IRA B. McVAY & CO.

FINANCE AND TRADE

TUESDAY EVENING, January 17, 1871.

Loanable means at the banks seem to be growing plentier, and most of them are able to take the bulk of the good offerings from their customers at usual bank rates. In the outside market, it is difficult to place paper with private capitalists. Some of them have suffered during the past year in their purchases of certain firms' paper, which may stick on their hands a long while. Private capitalists are always more timid than corporations, and a little matter sometimes frightens them.

Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by Jay Cooke & Co., their correspondents:

	Morning	Noon.	Closing.
U. S. Bonds of 1881	116½	116½	116½
U. S. Bonds of 1862	109½	109½	109½
U. S. Bonds of 1864	108	108	108
U. S. Bonds of 1865	108½	108½	108½
U. S. Bonds of 1865 (new)	107½	107½	107½
U. S. Bonds of 1867	109	107½	108
U. S. Bonds of 1868	107½	107½	107½
10-40s	107½	107½	107½
Gold	110½	110½	110½

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

Gold	110½
United States 6s of 1881	116½
United States 5-20s of 1862	109½
United States 5-20s of 1864	108
United States 5-20s of 1865	108½
United States 5-20s of 1865, new	107½
United States 10-40s	107½
United States 5-20s, January and July, 1865	107½
United States 5-20s, January and July, 1867	108
United States 5-20s, January and July, 1868	108½
Union Pacific Railroad	54½
Central Pacific Railroad	90
Currency Pacific	110½

The Wall street markets to-day were suddenly released from the fear of another spasm in the money market which was threatened last Saturday, and prices modestly advanced, closing at a rise from an eighth to one per cent.

—The following table, made up from dispatches received at J. W. Kennedy's Stock Rooms, Apollo building, No. 86 Fourth avenue, shows the prices of Railway Stocks, Gold, etc., at the various sessions of the New York Stock Exchange during the day:

January 17, 1871.	10:30 A. M.	11:30 A. M.	12:30 P. M.	1:30 P. M.	2:30 P. M.	3:30 P. M.
C. & H.	93½	93½	93½	93½	93½	93½
Del. Sculp.	91	91	91	91	91	91
Erie	21½	21½	21½	21½	21½	21½
Reading	93½	93½	93½	93½	93½	93½
Harlem	132	132	132			
Mich. Cent.				94½	94½	94½
Lake Shore	88½	88½	89	89	89	89
Illinois Cent.				134	134	134
Cleve. & Pitts.	104½	104½	104½	104½	104½	104½
P. F. W.	78	78	78	78	78	78
Do. pref.						
Tol. & Wabash	54	54	54	54	54	54
Do. pref.						
Fort Wayne	93½	93½	93½	93½	93½	93½
Ohio & Miss.	30½	30½	30½	30½	30½	30½
Chic. & Alton	114	114	114	114	114	114
Do. pref.						
R. I. & Ft.	102½					
N. J. Central	92½					
Canton	46					
W. U. Tel.						
Quicksilver	33					
Pacific Mail	42½	42½	42½	42	42	42
Adams Ex.	63	63	63			
Wells, F. Ex.	35	35	35			
American Ex.	47	47	47			
U. S. Ex.						
Gold	110½	110½	110½	110½	110½	110½

A comparison between yesterday's and to-days quotations shows the following changes:

	Mon.	Tues.	Adv.	Dec.
Central & Hudson	93½	93½	¼	
Del. Scrip	91	91	¼	
Erie	22	21½		¼
Reading	93½	93½		
Harlem	132	132		
Illinois Central	134	134		
Lake Shore	89	89	½	
Cleveland & Pittsburgh	104½	104½		
Chicago & Northwestern	71½	72½	¾	
Do. preferred	92½	92½		
Rock Island	105½	104½		¼
St. Paul	72½	72		½
Do. preferred	78½	78		½
Toledo & Wabash	50	50½	½	
Do. preferred	73	73	2	
Fort Wayne	93½	93½	½	
Ohio and Mississippi	30½	30½		
Pacific Mail	42	42		
Adams Express	65½	65½		
Gold	110½	110½		

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Pennsylvania Central	62
Philadelphia and Erie	25½
Lehigh Navigation	33½
Catawissa preferred	32½
Oil Creek and Allegheny Railroad	46
Lehigh Valley Railroad	60
North Pennsylvania Railroad	44
Camden and Amboy Railroad	125½
Schuylkill Navigation	9
Reading	49¾

—The Philadelphia *Press*, in referring to the article which was copied in this column in Monday's paper from the New York *World*, attempting to show that the Reading road had watered its stock, last dividend, says: There is little or no change to note in financial operations to-day, except a depression in Reading shares at the Stock Board, which was occasioned by an article in a New York journal, allusion to which was made in this morning's *Press*. Perhaps no better evidence of the candor of the journal spoken of can be adduced than its columns of to-day. For some time past it has been endeavoring to create a panic in the value of stocks by all kinds by assertions and predictions calculated to produce alarm and distrust, but to-day Philadelphia was made a special object of attack, and if anything by judge of the general run of its assaults by those presented, we may safely infer that they are valueless as a reference in the future.

We would not notice them at all did they not affect the interests of a large number of investors in our city, but as these do, we think it proper that we shall be at some little pains to ventilate them. It will be noticed that one portion of the article referred to is specially directed to panic phrases. Figures, arguments (if they may be called such), are arrayed in numerous lines to prove that a fearful fall in values is approaching. Money lenders are cautioned not to risk their funds, even on the best quality of collaterals, for in the general ruin to come, everything will be swept away, and in short a whole catalogue of crashes is written. Strangely enough amid these, the annual statement of the Reading Railroad appears, and is made to give evidence of the crash year of 1871.

It is a matter of some satisfaction that we, in this morning's *Press*, exactly anticipated the article to which we are referring, and it renders the task of replying to it somewhat lighter. We there admitted that the Reading Company had not made as much money in 1870 as it had in 1869, and we gave very good reasons for it. The article in the *World*, so far as it refers to the Reading Company, although furnishing matter for and warranting a sensational stock jobbing operation, fails entirely to affect the merits of the stock as considered by investors. A perusal of the balance of the article, however, like all the previous assertions, for after, as its friend the *World* says, "Other developments like these shaking the confidence of money lenders in railway shares as collaterals on loans," we find that the *World*, in specific terms, recommends to investors the bonds of a railroad company which it is designed to bend through a new section of country, declaratory of the road "a private enterprise, and advocates *arguments to induce investors to purchase the divers bonds*. The elasticity displayed by the stocks made to old and tried dividend paying stocks are made to appear as worthless and rumors to shareholders. While a new road there is something of a wilderness of it is "the very thing for *investors*." There can be but one opinion as to the candor of such a variety of assertions, and did it not directly interfere a large number of our readers we should not refer to so palpable an effort to mislead the public mind.

—James W. Kennedy, Broker, No. 86 Fourth avenue, (Apollo Building), dealer in Government, State and Municipal Bonds; Railroad, Bank, Insurance and Miscellaneous Stocks. Represents daily at the New York Stock Exchange, he buys and sells stocks on a margin for the same commission and on the same terms as the New York brokers. Money loaned in sums of $500 and upwards on collateral or well indorsed promissory notes, or on mortgages on city or Allegheny county real estate.

Iron in the West.

The St. Louis *Republican* has in the midst of the business of St. Louis for 1870, gives the following aggregates of the iron product of Missouri.

IRON ORE.

	Consumed. Tons.	Shipped. Tons.	Mined. Tons.
In 1868	58,000	47,000	105,000
In 1869	78,000	120,000	198,000
In 1870	109,000	207,000	316,000

PIG IRON.

	Consumed. Tons.	Shipped. Tons.	Mined. Tons.
In 1868	17,000	13,000	30,000
In 1869	30,000	16,000	46,000
In 1870	125,000	27,000	72,000

It will be seen that the ore mined in 1870 exceeds the aggregate of the two previous years, while the pig iron produced in 1870 falls little short of the aggregate product of 1868 and 1869. And several furnaces have recently gone into operation, and will soon be followed by others.

Illinois, Missouri, Wisconsin, Michigan, are all producing pig iron, and are rapidly increasing or enlarging their furnaces. It will not much longer be practicable to furnish against protection for iron as demanded by Pennsylvania alone.—*N. Y. Tribune.*

Louisville Market.

LOUISVILLE, January 17.—Tobacco—sales 50 hhds at $5 @$6 25 for common to good logs; $7@$8 50 for low to medium leaf. Bagging dull and nominal. Cotton dull; middling 16½c. Flour firm and demand good; extra fine at $5 @$5 25. Grain quiet; wheat firm. Hogs easier at $6 50 @$6 75. Provisions active and firm. Mess pork $21 50@ $22. Bulk meats 9½@10½c; bale meats 10½@11c. Lard 12½@13c. Whisky firm; held at 93c.

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, TUESDAY, January 17, 1871.

REMARKS.—The weather continues bright, cheerful and warm for the season. The rivers are "booming high" and the ice pretty much run out. The waters are yet too high for the coal fleet to get under the numerous obstructions the river has gradually formed in the course of the flood. Activity is they must wait a receding of the flood. Activity is the order of the day with steamboatmen and coalboatmen, and millions of dollars worth of coal and Pittsburgh manufactures will soon be on their way to the Southern markets. Prices manufactures of the leading articles remain without material change and the present flood were timely, benefitting all concerned, and will be useful to shippers and receivers alike. With regard to the general market, we have to note an increased activity in most departments, and though prices are not quotably higher, they are firm at quotations. The workings of the new tariff seem to give unusual satisfaction. Country merchants are making liberal purchases, which is ample evidence of their fair-to-dness. Flour is firm and unchanged in price, and the same is true of bacon, provisions and groceries.

The following are the wholesale prices, unless otherwise noted:

ASHES.—We are reported a firm market with a good trade demand. The stock on hand to operate with is not a large one. The receipts since our last were 150 bbls. We are quoted at $5 00 @ $5 50@4 00 @ bbl, the latter being for a choice article.

ASHES.—The receipts continue fair, the supply on the market being sufficient for all ordinary purposes. We are reported sales of pearls at $5 37 cent. at 5½@6c; common 4@5 cent. 2½c.; potash 7@7½c.; pearls 9@9½c.

APPLE BUTTER.—The supply keeps pace with the demand. Prices have undergone no change. Prices range from 60 to 75c ₰ gallon.

BUTTER.—The demand is light, and concessions have been made to effect sales, which have been made as follows: Common to medium, 20@22c; choice to prime to choice 26@30c. Receipts 105 packages.

HAY LEAD.—Sales in a regular way at 10½c. ₰ lb.

BROOM CORN.—Inquiry liberal, sales at 5@6½c ₰ lb.

BEANS.—Small navy $2 00 ₰ bushel; others as per quality, $1 75.—Market firm; sales at 3@3½c ₰ lb.

BAKING POWDER.—Banner, ¼ cans, $1 75 per doz; ½ cans, $2 75; 1 cans, $5 00 per doz.

BUCKWHEAT FLOUR.—The supply is still heavy, and prices remain unchanged, with sales at 3½@4c ₰ lb.

BACON AND PROVISIONS.—The demand is principally confined to the home trade, and the stock on hand is ample. Sales are made in a regular way at the following figures: Sugar cured, 11½ @11½c. Sides, ribbed, 12½c; clear do 13½c. Breakfast bacon, 15c. Canvassed hams, 15½c. Sugar cured 12c. Mess pork $21 ₰ bbl. Dried beef ist. Lard—Chicago prime steam in tierces; Cincinnati kettle rendered 12½@13½c; Chicago and Cincinnati extra No. 1 winter strained lard oil, ₰ gallon $1 10.

CHEESE.—There is a good trade demand. Receipts light being only 76 boxes against 273 yesterday. Sales as follows: Western Reserve 14c@14½c; Ohio Factory 13c@13½c; Ohio Goshen 16c; New York 15c@16c; Ohio Factory 9@12c.

CRANBERRIES.—The market is firm for a prime article. Sales of Sackets' Belle berries at $18 00@ 20 00 ₰ bbl; other varieties at $14@$16 00 ₰ bbl.

COAL.—Sales of Eastern anthracit at 9@9 50 ₰ ton by the car load, delivered.

COUGH MIXTURE.—Market well supplied; sales at 90 @95c ₰ bushel.

CANDLES.—Supply fair; month at 19½c; star, full weight, 20c; short weight, 17c; sperine 18@18½c ₰ lb.

CIDER.—The supply of cider is in excess of the demand, and prices are nominal. Sales of a small lot were made at $6 @$6 50 ₰ bbl.

CHEESE.—Sales of Louisville hydraulic at $2@3 50 ₰ box; Philadelphia $5 75.

CHEESE.—Sales of Louisville hydraulic at $2@3 50 ₰ barrel. Phoenix hydraulic $2 50@2 75 ₰ barrel.

CARBON OIL.—The market was firm at a slight advance, with sales of 5,000 bbls at 25½c ₰ gallon; 25,000 @ 25½c. The receipts are light, being only 12 bbls since our last.

DOMESTIC.—The season, however, is well up, and prices range at 75@80c ₰ pr.

DOMESTIC HOME.—The receipts are light, but the season is drawing to a close; since our last 25 head were received. Prices range from 7½@8½c ₰ lb.

DRIED FRUIT.—The market is not an active one. We quote: Peaches—quarters, 8@8½c; minced, 10@ 10½c; halves, 11@12c. Apples, sliced, 6@6½c; quarters, 5½c.

EGGS.—The market was weak, the tendency being downwards. Prices nominally at 22@23c; fresh 26c ₰ dozen.

FEATHERS.—There is a fair demand. We quote prunes 14½c; currants 13½c; layer raisins $3 50 ₰ box; Valencia raisins 16c ₰ lb.

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leading houses report liberal transactions to the country trade. The new tariff appears to give general satisfaction. We can report sales at the following:

FLOUR.—The firmness in the market previously noted is still maintained, and leading houses and mills report a healthy state of trade, with a moderate demand for all standard brands. The receipts during our last were 1,099 against 750 yesterday. There has been a marked absence of speculation in this staple for some time, and the prices are now entirely regulated by the laws of supply and demand. The mills and stores are well supplied, and report an active home demand with frequent orders for foreign shipment. For standard western flour, we are reported sales at the following: White wheat, fancy brands, at $7 10 in barrels, $6 85 in sacks; red winter, fancy brands, $6 25 in barrels, $5 50 in sacks; double extra, $5 75 in barrels, $5 00 in sacks; Minnesota, for baker's use, $6 50 in barrels, $6 25 in sacks. Mill rates: National, white wheat in barrels, $7 00; in sacks, $6 75; Hamilton, fancy brands, amber in barrels $6 85, in sacks $6 55; Morning Glory, in barrels $6 85, in sacks $6 30; Palmetto, in barrels, $6 75, in sacks $6 25.

FEATHERS.—The market contains a good supply. We are reported sales of prime at 60@65c ₰ lb; fair to retail sales 55@60c.

GROCERIES.—The market is fairly active at unchanged prices. We give the following as the ruling figures of the market:

New Orleans Sugars.—Choice 11½c; prime 11¼c; good 10¾c; fair 9¾c. Porto Rico—Choice 11½c; prime 10c; good 10½c. Demerara—Choice 12½c; prime 11½c. Havana—Boxes, 14½c; 1 14½c; B 14½c; extra C 14c, and yellow C 13½c.

Syrups.—Prime, 45c; white honey 75c; silver drips 60c; extra honey 70c; lower grade 40 to 50c.

New Orleans Molasses.—Good 65c; prime 70c; choice 75c.

Coffee.—Strictly prime 19½c; prime 18½c; good 16½@17c; fair 15½@15¾c; ordinary 14½c; lower grades 13½c.

Teas.—Finest Young Hyson $1 20; good $1 10; fair $1 00; lower grades down to 70c; G. P. fancy $1 40; good $1 30; fair $1 10; Imperial fancy $1 30; good $1 25; fair $1 00; Oolong fancy $1 25; good 80c; fair 70@ 65c; Souchong fancy $1 20; good 90c; fair 70@ 65c; Japan fancy $1 30; good 90c; fair 75c.

Spices.—Ginger, prime 20c. Pimento 17c. Cloves 20c. Cassia, 16@20c.

Rice.—Sales of choice Carolina at 8½c; prime 8c; good 7½c.

GRAIN.—Receipts are light, which has a tendency to strengthen holders and stiffen the market. Since our last the the following figures have been made: Wheat 2,200 sacks; corn 426 sacks; oats 164½ sacks; barley 171 sacks; rye 150 sacks. The current rates were: Red wheat $1 60 to 1 65; white do $1 70@ $1 75; No 2 do $1 70 for prime; white $1 55@1 60. Oats are unchanged; we can report car load sales at 45@46c. Corn—Ear is scarce. The prospect for receipts by river is more favorable, and will soon revolutionize prices. We quote nominally. Sales 5 car loads mixed at 62c; shelled 60@63c. Rye—We have no change to note. We continue to quote sales at 80c. Barly without movement. Prices very uncertain. Spring 80@85c; fall 90@95c ₰ bushel.

HOMINY.—Sales made in a regular way at $4 25@4 50 ₰ bbl.

HAY.—Sales from wagon at $10 12½@12 00 ton.

HONEY.—Market well supplied; sales at 30@32c ₰ lb.

HIDES.—Green salted oil weights 10½@11½c; green hairbarks (cow and ox) 10½@11½c; calf 13@15c; dry flint 16@16½c; Dry Flint nominal at 20@22.

HORSE.—Market well supplied. We note sales of 2 at $2 25 @$2 50 ₰ head.

LIME.—Market well supplied; sales of Cleveland at $2 25 @$2 50; Akron at $2 50.

LARD OIL.—In good supply, with sales at the following: No. 1 $1 12; No. 2 $1 00; Cincinnati and Chicago winter strained $1 15 ₰ gallon.

MILL FEED.—There is a large stock offering, and the market is dull. Sales of middlings at $1 40@1 50 per cwt; other descriptions unchanged.

POULTRY.—The market is dull since the late warm spell set in, and the market hard to quote; Dressed chickens being 12@13c; ducks 10@11c; turkeys 16c ₰ lb.

POTATOES.—The receipts continue to increase, with good demand for choice bulls at $1 20@1 25 ₰ bushel.

PEANUTS.—Supply and demand fair; sales at 6@8c for new.

RAGS.—Regular sales at 4@4½c per ₰.

RICE.—Carolina, choice, 8½c; prime &c; good 7½c ₰ lb.

SUMAC.—Sales of Tennessee at 4½c ₰ lb.

SALT.—The market is brisk, and sales are regularly made by the car load at $1 60@1 70 ₰ bbl —usual advance for store rates.

SEEDS.—The market is dull; we are reported small sales of clover seed at $6 25@7 00. Timothy seed at $3 00@3 50. Flaxseed $2 15 ₰ bushel.

SAPOLIO.—We are reported regular sales at $16 50 ₰ half gross.

SOAP.—Prices are steady; Babbitt's, 11c; Oakley's, 10½c; chemical olive, 8c; rosin, No. 1, 6c.

SODA.—Sales in kegs 6c; boxes, assorted papers 8c; sal soda 2½c ₰ lb.

TALLOW.—We are noted sales of city refined at 8½ @9c; country 7½@8c.

TURNIPS.—The supply is still in excess of the demand, and the market is dull. They will not fetch above 50c ₰ bushel.

WOODENWARE.—Following are wholesale prices per dozen: Pails, 2 hoop, $2 40; 3 hoop $2 65. Tubs, No. 1, 3 hoops, $11 00; No. 2, 2 hoops, $9 50; No. 3, 2 hoops, $8 50. Washboards, $2 75.

WILLOWS.—We note sales of Kentucky Willows at 10c ₰ lb.

WHISKY.—Highwines 95c; common rectified 98c; proof rectified $1 00; rye and corn $1 05@1 10 ₰ gallon; old Monongahela whisky $4 00@5 00 ₰ gallon, as to age.

PITTSBURGH OIL TRADE.

COMMERCIAL OFFICE, January 18, 1871.

The crude market held firm, with a good demand. Holders here generally asked the prices ruling the previous. They failed to sell at these prices ruling the day previous. The market at present favors holders who will no doubt make good use of their opportunity.

CRUDE.

The advance in crude is owing to the manipulations of a set of bulls, now in progress on the creek. There is, however, but little doing here, and the following are the ruling rates: Spot, or January, 10¾@10¾c; February 10¾c; March, April and May together, 11c; January to July, S. O., 10¾@10¾c; B. O., same time, 11¼c.

SALES.

4,000 bbls, S. O., 30 days.....10¾c

The market ruled firm, with an advance in prices. The advance, however, was not acceptable to purchasers, who declined taking hold. We give the nominal rates: Spot 23½c; January 24c; February 24½c; March 24½@24¾c; April 25c; May 25½c; June 25¾c.

SALES.

1,000 bbls, B. O., January to July.....25c

COMMENTS.

Market firmer, with more inquiry. Sale 500 city make on spot at 81 79 each.

[Western Union Telegraph Line.]

TITUSVILLE, January 17.—The *Herald* says: The market to-day presented no particular change from Saturday. On upper road buyers were were offering $5 75 for spot, with sellers holding firm at an advance of 50c@c. On lower road the feeling was strong, with sellers holding firm at $6 00, and buyers had little disposition to operate. There was a sale of 2,000 barrels, to be delivered through the new pipe line at Verona, on private terms. There were inactive; sales 800 bbls upper road regardless at $2 00@2 50; 550 bbls do H. G. at $3 00; 1,500 bbls do regardless $4 00; six cars do $4 05; 500 do $4; six cars Oil City, H. G., $4 05. Sales 750 bbls refined at 24c.

NEW YORK January 17, closing 24. Refined in barrels 25c asked. The demand continues small, however, and unimportant. Sales have been made of crude in bulk at 14c. In Philadelphia delivery there is rather more inquiry on speculation at steady prices; the sales embrace 4,000 bbls refined, for January, part at 25¾c; 1,000 bbls for March on private terms; 1,000 bbls for April at 25¾c; 1,000 bbls for June and February at 23¾c.

OIL CITY, January 17.—Market quiet at $4 00 on Oil City, January 17.—Market quiet at $4 00 on Oil City, January 17.—Market quiet at $4 00 on Oil City

The Daily Commercial.

TO-DAY'S ADVERTISEMENTS.

Statement—Allemannia Fire Insurance Co.
Clothes Store Wood—New Firm Brick Co.
Notice—W. P. M. Association—P. R. R. Co.
To the Roman Catholics of Pittsburgh.
Dividend—Western Transportation Co.
Information Wanted—P. P. T. Line, etc.
Real Estate for Sale—Mrs. E. Lord's Widower, W. Va.
Residence for Sale—Mrs. A. Hunsaker.
Steam Heating Machinery—Reed, Hulton & Co.
Residence for Sale—Mrs. R. M. Harron.
Timber Land for Sale—Mrs. J. Dinsmore.
Meeting of Creditors—Lincoln & Cheney.
Musical Soirees—Young Men's Christian Association.
Boarding, 184 Second avenue.
Lecture—Rev. Wm. Arthur—Sewickley Phillips, Jan'y 19.
Opera House—Under the Gas Light.
Theatre—Varieties.
Pic-nic—Temperance Hall.
Lecture—Mercantile Library Course.
Lecture—Rev. Wm. Arthur—St. Paul's Cathedral.
Concert—Prof. Marvin's.
Grated Cracks—Dr. Diamond & Co.
Union Ale—Peter Speidel & Co.
Barrel Pickles—Rep., Shoop, Dickson & Co.
Cleveland Shoddy—Rep., Shoop, Dickson & Co.
The Pilgrim—Academy of ... & Son.
Unfurnished Rooms for Rent—Mrs. Brue.
Homewood Lots for Sale—Mellon Bros.
Dwelling House for Sale—Mellon Bros.
Room for Rent—103 Fifth avenue.
Mortgages Wanted—W. J. McDowell.
Cracker Meal—94 and 952 Liberty street.
Bargains—Rogers, Brown & Co.
Mortgages Wanted—Thos. K. Petty.
Residences for Sale—J. Lockhart & Sons.
Farms for Sale—A. D. Simpson.
Lots—Shumacher Bros.—Fifth avenue.
Pile Remedy—Warner's.
Feathers—J. G. Gregg & Co.
Homewood Residences for Sale—Mellon Bros.
Bankers—S. McClean & Sons.
Swayne's Family Medicines—S. McClean & Co.
Dividend—Monongahela Insurance Company.
Patent Friction Grease—Hartley, McKee & Co.
Burnett's Superior Extracts.

GREAT SNOW STORM.

The Heaviest Fall of Snow Ever Known in the Northwest.

EMBARGO ON RAILROADS.

[From the Chicago Times, Monday.]

The tremendous storm which has just passed is without a peer in the knowledge of the oldest inhabitant, and is remarkable not only for its violence and duration, but for several peculiar features connected with it. Until within a recent period, the facilities for gaining weather knowledge were not sufficiently perfect, but the action of the war department in organizing meteorological stations in all the principal cities of the country, has now put it within the province of observers to secure all the facts of interest at the earliest possible date. The great snow-storm which visited Chicago on Friday, first made its appearance on the 10th ult., at Reno, among the Rocky mountains, where it commenced its imitative rage with such violence that the snow is falling fast enough to fill the cuts and fences with the drifting material, and the locomotives are unable to force them. It made its appearance in Cheyenne on the 10th, and since then has been steadily advancing across the country, and has been one of those peculiar northwest storms whose coming was not indicated by the falling of the mercurial barometer. On the other hand, the barometer rose, while the thermometer fell. The immediate cause of the storm is indicated in the fact that the barometer is unusually low for such mild weather. The earliest direct news of the storm was received from Cheyenne, the most westward meteorological station, it having commenced to snow there on the 10th, and on the 12th reports were also received from Omaha, Duluth and Ruperta were also received from Omaha, Duluth and St. Paul on the same day, showing that the storm had also commenced in those cities. The storm continued with no cessation of violence till about midnight of the 15th, when the weather telegrams failed to give any further knowledge of it. It had suddenly disappeared; but only to strike Chicago with a premonitory drizzle of rain on the morning of the 16th, the same symptoms showing themselves in St. Louis and Milwaukee. It changed to snow in the afternoon, and the storm then let out the full power of its fury. The snow fell in perfect clouds all night, taking the form of heavy, dense particles from the warmth of the atmosphere, and drifting in great masses that testified to the violence of the blasts that accompanied it.

On Saturday, the storm showed strange changes, from snow to sleet, from sleet to rain, and *vice versa*, but all the while borne on through the tempest that it was difficult to stand under its attack.

The storm continued during the greater part of Yesterday with the same savage intensity that marked its earlier stages. The mixture of rain and sleet with the snow, which had characterized the storm of the preceding day, disappeared, and there was a more steady fall of moist snowflakes of great size and weight. There has been no such storm in Chicago within the memories of the citizens, except the great storms of the winters of 1867 and 1864. The weather on these occasions was accompanied with a chill, consequently the fall of snow comparatively light. The amount of snow that has fallen during the present storm is almost unparalled; but great as it is, it furnishes no gauge for the quantity of moisture that has reached the earth, as the amount of rain and sleet held in the snow makes it almost as heavy as salt. Another interesting feature of the storm has been its extreme duration, as compared with its violence. As latter as the driving wind has been, the storm has since been in the same mild form in Chicago from Omaha, a progress which would give the very slow movements of about ten miles an hour. The accounts for the long delay in the trains of rain and the reluctance, not shared certainly by the subjects of its visitation, with which it has come on. The utter destruction of the eastern lines leaves no data by which to institute a comparison of relative velocity, but the storm would have been about the same in Chicago as in all the meteorological stations, and the opinion is fair to presume that the fierceness of the storm has known no decrease in its advance toward the seacoast. Previous to the commencement of this unusual visitation, the weather in all parts of the country except the northwest had been very mild for the season. It is the first storm, according to the statement of the telegraph operators, which has ever been known to travel from the Pacific coast from Reno, among the Rocky Mountains, where the present storm commenced, to the Atlantic, and the daily accurate meteorological reports till the present season may possibly allow the harboring of a doubt on a subject where none but the most credulous fears are at all trustworthy. The storm in its progress, as have been stated, has not been with the usual degree of violence, a characteristic not common in storms extending over a wide stretch of country. Ordinarily storms in passing from one point to another, then as regularly decrease in power till their force is entirely spent. When all the data shall have been collected bearing on the unbroken vehemence of the storm elements, science will undoubtedly be able to draw amusingly interesting deductions from the conditions of its inception and the peculiarities of its course and continuance.

One statement may be accepted as reasonably certain, and that is that Chicago and the region round about for a distance of 100 miles has been the scene of its greatest fury. As already stated, the fall of snow has been the largest ever known in this vicinity, and the consequences of the storm in the stoppages of street and steam travel have been unprecedentedly severe.

THE NORTHWESTERN RAILROAD.

The trains on all the divisions of the Northwestern road have suffered unavoidable detentions. The Dubuque passenger train, which left here at seven o'clock on Saturday afternoon, proceeded as far as Huntley, when it was obliged to stop and remain there yesterday. On yesterday afternoon a snowplow, gently urged along by the engine, made an effort to clear the track. The Dixon and Rockford trains, that left on Saturday afternoon, arrived at their destination but little behind their time. The train on the Wisconsin division got as far as Crystal Lake, where it was stuck fast. A snow-plow was also sent from Janesville, and was making slow progress at the last advices. The Milwaukee division is thoroughly blockaded, the heaviest drifts now seeming to be along the shore of the lake. There was no considerable snow south of Janesville, or west of Cedar Rapids, Iowa. The Northwestern road had the good fortune to keep their telegraph wires in working order, and the officials were able to direct the movement of snow-plows and make other vigorous efforts to overcome the difficulties. Reports on this road left the city last evening, and it was not expected that any would leave this morning earlier than the 10:45 express.

THE MICHIGAN SOUTHERN.—A FATAL ACCIDENT.

A serious if not fatal accident occurred on this road, at Englewood, at about four o'clock on yesterday afternoon. Two switch engines had been sent to Englewood to assist in clearing the track. The incoming freight train, No. 25, was approaching the suburb at the same time from the east, and a collision ensued before either of the engineers knew of the proximity of the other locomotive. The snow, which was falling heavily at the time, probably prevented a clear view of the track, or of the approaching train. It is reported that Mr. Levi Cook, the conductor, and a brakeman, were instantly killed and several other persons injured. Another report is to the effect that the conductor had both of his legs crushed, but is not expected to survive the momentarily expected. The wires are all out of order, so that it is impossible to get a correct report of the unfortunate affair. Laborers were at once set to clearing away the wreck, and it was expected that the track would be cleared by five o'clock last evening. The train that should have left at 5:15 o'clock last evening was detained until the wreck was removed. The freight that should have arrived at 5 o'clock yesterday morning did not reach here until about 11. The arrival of the Chicago express order, as stated, and it is impossible to tell how much of the road is encumbered by the snow.

LATER.—Later information is to the effect that the accident resulted fatally to both Conductor Cook and the brakeman, whose name was Wilson. The latter was instantly killed, and the latter was so terribly crushed that he died after lingering a few hours in great agony. The unfortunate men were in front of their train endeavoring to clear the track, and the approaching engines which caused their deaths were hid from their view by an intervening bank.

THE ROCK ISLAND ROAD

Has suffered with all the rest. The express that should have arrived at seven o'clock yesterday forenoon, did not get in until nearly two in the afternoon. It had two engines attached. The conductor reported little or no snow west of Bureau, and he said further that the road was in good order from that junction a few miles out of the city. The train that should have departed at ten o'clock last night was suspended, but it is reported that it will get out this morning as usual. The wires are also down on this road, and at the time of writing these trains were only yesterday repairing them.

THE MICHIGAN CENTRAL.

A small portion of one of the tracks on the Michigan Central Railroad has been washed near Twenty-second street by the violence of the waves; the result being the running off the track of two freight cars. The cars, however, were not damaged and were easily got on the track again. The engine was sent out a short time before the passenger train that left here at 9:20 last evening, to see if the other track was perfectly secure. The condition of the inner track being found perfect, the train started from the depot at the usual hour, but it was not long that a portion of the track had been swept away at Kenwood, four and a half miles from Chicago; but this minor accident originated in the accident to the track at Twenty-second street.

THE CHICAGO, BURLINGTON AND QUINCY.

The lines here were opened possible, more effectual upon the Chicago, Burlington and Quincy than upon any of the other roads. The trains dispatched on Saturday evening reached Aurora, the farthest point on the lines when further progress became impossible, and the usual night express was not sent out last evening.

THE TELEGRAPH LINES.

The condition of the telegraph lines was materially improved on yesterday. Direct communication east was entirely cut off, and from the condition of the Michigan Central Railroad, it was impossible to know where the breaks occurred; but from the exposed situation it was supposed that they were from there at the head of Lake Michigan, probably in the vicinity of Michigan City. The hypothesis was that from the accumulation of ice upon the wires from the steely storm, aided by the dashing spray from the lake, they were entirely broken down, the weight being inaccessible by the a large force of repairers were sent out on horseback, but were unable on yesterday to accomplish anything.

"CHILDREN'S HOUSE" may be the subjects of debate and legislation, after all, before they get what they want. A premonition of this is a bill now before the State Legislature to incorporate the Children's Banking Association of Michigan, with headquarters at Detroit and branch offices throughout the State. It is to have $10,000 capital, and its business is to be done securing to a child of the payment of a certain sum of money, when he or she attains his or her majority, upon the condition of the making of a certain annual deposit." The amount of this deposit is to be in proportion to the age of the child, and is to be based upon tables compiled on principles similar to those which govern the calculations of a Life Insurance actuary. The bill further provides for single deposits, which may be made at fixed ages, and in return for which certain sums shall be repaid when the person in whose behalf a deposit is made attains a majority. In the case of a death of a child who is a depositor, the deposit is to be returned to his or her representatives, but without interest.

A surgical operation of a very difficult and curious character was performed by Dr. Hamilton at the Columbus, O., Hospital of the Sisters of St. Francis. The operation, which was performed upon a Mr. Smith, twenty-one years of age, consisted in removing two enormous tumors from the face, involving the removal of the upper jaw and supplying its place by artificial means. The patient is reported as doing well, and his life will probably be saved. This is the third operation that has been performed on Mr. Smith to remove these tumors, and during the time he has lost by hemorrhage more than his own weight in blood.

THE REAL ESTATE TRADE.

Its Condition in Several Cities in 1870 and its Prospects for 1871.

Below are the aggregate amount of sales of real estate in the four cities mentioned, during the year 1870, as compared, (except in the case of St. Louis) with the aggregate for 1869:

New York, 1869	$148,398,474
New York, 1870	195,260,815
Chicago, 1869	49,474,140
Chicago, 1870	37,564,495
St. Louis, 1869	
St. Louis, 1870	11,673,496
San Francisco, 1869	29,917,717
San Francisco, 1870	15,230,279

The reports of other cities are not at hand, and indeed the figures are of little account except as showing the volume of business; even as to that they are lacking, for they fail to give us the number of transactions, which is the true test. They offer no chance for a comparison of value of property, and Chicago, where real estate is probably inflated in price, makes a greater showing in them than other cities where more real business was probably done. Besides this, it is a fact where property changes hands for speculation, the same piece may be transferred several times in a year, and every new sale goes to increase the bulk of business, as against a place where men buy lots "thereon to build business blocks or residences. Still the "Chicago *Tribune* upon them are not without value:

The decline in New York and San Francisco is attributed to similar causes. They was in both cities an inflation of prices, resulting from speculation upon real estate, scarcity of too much money belonging to legal tenders, and timorous and private capitalists, and which was really inaccessible for loans on real estate, thus enabling ambitious adventurers in property to carry a large line of goods on a small capital, and resulted in forced sales to satisfy such loans on a considerable scale, of property in both cities. Also, there has been a depression in business which has obliged a large reduction in business profits, which also has contributed to the sales having been forced, they have been made at considerable reductions in prices. Thus state of affairs in either city has had a depressing effect upon the other, and that was obliged to be sold, but as the greater portion of even the property that was in the market was in the hands of wealthy parties who were able to hold it, as it always is in every large city under such circumstances, the property could not be sacrificed, or, in other words, owners have ceased to offer it, and largely made up their minds to hold it, as it always is in every large city under such circumstances, until a revival of activity, whether it be one year or five, brings them customers at the prices they demand. Real estate is not like a mercantile stock that must be sold for consumption before another crop comes in, and so, therefore, never prepared upon the market like a commodity.

Notwithstanding this, choice pieces of property are continually being sold at advancing rates, and in addition to the following instances in New York, given by the *Tribune*, we can say that the same fact exists at this time in regard to property in Pittsburgh:

Two hundred by 150 feet on Fifth avenue, Fifty-first and Fifty-second streets, sold last year for $500,000; now worth $600,000.

Corner of Fifth avenue and Forty-fifth street—three lots 25 feet front and two on street; sold about five years ago for about $100,000; now sold for $225,000.

Fifth avenue, between Fifty-sixth and Fifty-seventh streets; sold within five years for $60,000 to $62,000; now sold for $125,000.

In November, 1869, the corner of Fifth avenue and Fiftieth street was sold for $50,000 to $55,000; now worth $75,000. House with two extra lots on the corner of Fifth avenue and Forty-third street, are given in exchange for $200,000 for the property, and has recently been sold for $275,000.

Corner of Fifth avenue and Forty-fourth street; sold in September, 1869, for $27,500; now worth $60,000.

Corner of Fifth avenue and Fifty-seventh street; three lots on avenue and one on street; sold within five years ago $75,000; now sold for $200,000.

In San Francisco, also, we notice the recent sale of an unoccupied business corner on Montgomery street, the Bank of California, to the Pacific Mail Steamship Company, for $500,000, which was an advance of $80,000 on the price paid for it two years ago.

The *Tribune* concludes:

Those instances, and others that might be cited, show that a decline in the volume of business in real estate is not necessarily implied by a general decline in prices. As long as a city is a more experiment, and its commercial future illimitable, a general decline in the price of its real estate is not necessarily, but after its destiny is assured, as it is in the case of New York, Chicago, and San Francisco, and the removal or a general decline is scarcely possible. The small proportion of such property as is forced upon the market cannot well for lower prices for real estate is not a commodity for which there is any general market price, and, as we see in the cases of the above cities, some pieces sell for less, and some for more than the highest, and these who look for any general decline in prices of property in such cities mistake the nature of the real estate trade, and overlook the necessity which exists for means of investing the vast accumulations of wealth in the hands of the people—a thing that is less liable to loss or depreciation than any kind of stocks, or even Government bonds.

MR. FECHTER.

His Departure From Boston.

[From the Boston Advertiser.]

The qualities of Mr. Fetcher which from his value are two, and both so rare as to be precious. He is an artist and devoted to his art; and this, in the days of charlatanry and pretence, is much; but it is still more that he is a genius, with that bright spark of heavenly flame which is kindled but seldom in each generation, and which, whether shining in literature, in painting, in sculpture, in music, or in the more ephemeral creations on the stage, commands the admiration of men and women. Mr. Fechter's genius, to point out its scope or its limitations, to assign it a comparative rank with the other great names in the same profession, we neither do we enter at all into the poor and profitless discussion whether or not he is a popular star or actor-manager of a theater—a question which has been happily compared, by an eloquent writer, to the question whether the rustics over the serious faults of Tom Cox, *Esq.*, an old and wealthy citizen of Lancaster, died on the 9th inst., aged seventy-three years.

Governor Hayes has refused to commute the sentence of death pronounced upon Andrew Brentinger, convicted of the murder of his wife in Lorain county, last fall. Brentinger will, therefore, be hung on January 20th, at Lima.

The population of Mahoning county is 39,054, against 25,904 in 1860. Youngstown has increased in population 192 per cent. during the last decade.

It is said that the palatial residence of Mr. Ault-man, in Canton, Ohio, now approaching completion, is one of the most elegant and tasteful private residences in the country. Its cost will be the most magnificent private residence in the world.

There are three brothers in Gallipolis whose united weight is 726 pounds, as follows: Capt. Dale, 320; Capt. James Dale, 230; Mr. Hiram Dale, 180.

The business of the Toledo postoffice increased over forty per cent. last year.

C. H. Andrews, of Youngstown, bought at assignee's sale on Tuesday last the rolling mill of Harris, Blackford & Co., paying therefore the sum of $100,000.

John Prill, one of the oldest men in Montgomery county, died in Butler township a short time ago, in his ninety-second year. He was never married.

Oscar Houghtell, residing three miles east of Carey Sandusky county, accidentally shot and killed his brother-in-law, Mr. Miller, while examining a rifle. The ball passed through a window, and struck the lady in the left breast.

The bridge spanning Simpson's Cut, two miles west of Peoria, Illinois, on the Toledo, Cincinnati and St. Louis Railroad, is a bad thing for brakemen, having already killed five and injured as many more. The last victim was Jacob Houtchen, who was killed there last Friday morning.

The following is the list of officers of the Ohio Wool Growers Association for the current year: President, Alfred Kelley, of Cleveland; Vice Presidents, H. L. Reed, of Granville; Secretary, J. B. Jamison, of Cadiz; Directors, W. N. Chamberlain, of Kenton, John Gurney, of Granville, and S. Harmount, of Canal Dover.

There are in Washington county 920 persons seventy years old and upwards, thirty of whom have reached the age of ninety, six of ninety-five, and four over one hundred. According to this statement, about one in fourty-four in the county has passed the age of seventy. Of this 920 venerable people 179 were born in Pennsylvania.

The Youngstown *Register* is pleased to learn that a new mill for the manufacture of hoop iron will be put in operation in that city during the coming season. The mill will be a large one, and, we think, certain of a successful career. The mill will start with six furnaces and two trains of rolls, and its capacity will be enlarged as the business demands.

A Mr. Foster, formerly editor of the *Ohio State Journal*, had a difficulty with a clerk in the Columbus postoffice, recently, and struck him. The clerk returned the blow, when the latter ran out and procured a gun, with the latter was about to fire when Mr. Hardesty, without drawing the "joke," because ever, train stops there whether signalled or not. He waited for half an hour, when the conductor, on his way to Cincinnati, and, not backing "only towards Braddocks. When he reached the next point, light was thrown upon the affair by the *Pittsburgh Gazette* and all concerned. The train, which consisted of but two cars, received but three passengers while at Braddock's Field, and these were rough looking fellows who boarded the first car, and while the conductor and brakesman were engaged on the rear platform of the train that car, and the girl was thrown from the car, and the train, when signalled, started off. The attempted robbery was frustrated by the conductor, who uplifted the train to go to Mills' Station, when the bell was rung, the train stopped, and they alighted. The conductor, brakesman, Mr. Porter et al. and the engineer, not knowing but all was right, signalled to start, when the "gang" returned, and about the time he reached Brown's Station, ... rope, which had dragged since leaving Braddocks, caught on the above way pass as a very clever trick, since no accident happened, and three reckless scamps got a free ride by taking entire possession of the train; but that act was most serious and reprehensible offense against the company, and ought to be severely punished, that such acts may not bear repetition, and if President Hughart gets into hands upon the scamps who perpetrated it, he will make them feel the force of the law.

THE POST OFFICE.

Facilities for Getting Mail Matter at Night.

Postmaster Stewart has directed our attention to a communication in the *Leader*, signed "Working Man," in which it is asserted that "at present the postoffice is not opened at seven o'clock in the morning, and closed at six in the evening," and as persons engaged in daily toil, for ten hours, are unable to get the letters sent them, it is suggested that the postoffice be kept open at night, until eight or half-past eight o'clock. The fact is, the postoffice is now kept open every night until half-past eight o'clock, for the accommodation of those who cannot call for their mail matter during working hours. Any person who will call at the postoffice can be found open up till the hour mentioned, and two clerks are detailed to deliver such mail matter as may be called for. It is apparent, therefore, that the workingman has not suffered very severely from his inability to get his letters after working hours. The very thing which he suggests has been in practical operation for some time.

A CONDUCTOR TRICKED.

A Coupling Removed by Three Roughs, Who Separate the Train, Leave the Conductor Behind, Start the Engineer and Take a Free Ride.

One of the boldest pranks ever attempted upon a railway was perpetrated upon Conductor Samuel Beatty, of the Braddock Accommodation, Pittsburgh and Connellsville Railroad, on Monday evening. The train leaves the city at 5:30 o'clock P. M., and returns at 7 P. M. Conductor Beatty was standing on the rear platform of the hind car at Braddock, with Brakesman, who was arranging the red lights, and at the proper time gave the signal, and the train started off as serenely as ever. The bell rope had not been fastened in the rear, however, and when the locomotive started, Conductor Beatty noticed that the rope went along, while the car he was in remained stationary. He at once ran out to the extention of the engineer, but the train was already under way, and his efforts availed nothing. Conductor Beatty then ran forward, without stopping to turn of the runaway train. He then found that it was impossible for the engineer to get further forward. Without stopping to consider the "joke," because ever, train stops there whether signalled or not. He waited for half an hour, when the train, on its way to Braddocks, came along, and backing slowly towards Braddocks. When he reached the next point, light was thrown upon the affair by the *Pittsburgh Gazette* and all concerned. The train, which consisted of but two cars, received but three passengers while at Braddock's Field, and these were rough looking fellows who boarded the first car, and while the conductor and brakesman were engaged on the rear platform of the train that car, and the girl was thrown from the car, and the train, when signalled, started off. The attempted robbery was frustrated by the conductor, who uplifted the train to go to Mills' Station, when the bell was rung, the train stopped, and they alighted. The conductor, brakesman, Mr. Porter et al. and the engineer, not knowing but all was right, signalled to start, when the "gang" returned, and about the time he reached Brown's Station, ... rope, which had dragged since leaving Braddocks, caught on the above way pass as a very clever trick, since no accident happened, and three reckless scamps got a free ride by taking entire possession of the train; but that act was most serious and reprehensible offense against the company, and ought to be severely punished, that such acts may not bear repetition, and if President Hughart gets into hands upon the scamps who perpetrated it, he will make them feel the force of the law.

THE NEWPORT BRIDGE.

Meeting of the Coal Exchange—Report of the Committee Appointed to Visit Washington.

The Committee appointed by the Coal Exchange of this city to visit Washington, to represent the interests of the coal and river men before the Congressional Committee in the matter of the obstruction consequent to navigation by the construction of the bridge from Newport to Cincinnati, having discharged the duties of their appointment and returned to this city, a meeting of the Coal Exchange was held yesterday to hear the report of the committee. The meeting was held at the office of Col. J. K. Kerr, Chairman of the Committee.

Present Messrs. N. J. Bigley, Samuel Morrow, General J. K. Moorhead, Hill Burgwin, Colonel James M. Cooper, Colonel J. K. Kerr, Hon. Joseph Walton, M. M. Gibson, D. W. Carroll, J. F. Slagle and Simpson Horner, Chairman.

The Chairman, Mr. Horner, after stating the object of the meeting called upon the chairman for the report.

Col. J. H. Kerr, Chairman of the Committee, reported what had been done. The committee ascertained that the bridge and railroad companies were doing all they could towards the preparation of an answer to the United States Engineer's report, and that Gen. Gorgas, of the United States Army, in support of the river interests, which was pertinent and point-ed, and also that the committee had been informed that the railroad and bridge companies were also taking affidavits in Cincinnati and Pittsburgh from pilots and others interested in the river trade. Another line of defence of the Railroad and Bridge Company is to employ a larger number of engineers to survey the location and make a new diagram, and if possible set aside the report of Mr. Shaler, the engineer by a contradiction of the same.

Mr. Slagle, Esq., a member of the committee, in a few remarks stated that Mr. N. J. Bigley had left the case of the river men before the Congressional Committee in a very plain and practical manner, and that he had been listened to with manifest interest by the committee, one of them having stated at the close of Mr. Bigley's statement, that the river men had a very strong case against the obstruction.

A communication was read from pilots setting forth that the bridge will be, if completed, a serious obstruction, and that the facts set forth in the Engineers' Report are true, and that they are willing to appear before the committee under oath. A communication, signed by over thirty pilots, was presented, and Gen. Morhead urged immediate action thereon; and also in the matter of the affidavits and other evidence to lay before the Congressional committee at its next meeting of the river interests.

The meeting then adjourned.

CITY MATTERS.

List of Unmailable Letters, January 15, 1871.

Espey, Henderson & Co., Cincinnati, ... 10.....3
Carman Mrs. Mary, Elmyra, Pa.....3
Irwin Mrs. Mary, Philadelphia, Pa.....3
King Dessie H., Beaver Falls, Pa.....3
Whittenberger Kate, New Galilee, Pa.....3

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The Western Terminus of the Northern Pacific Railroad.

From the special report on the route of the Northern Pacific Railroad, by Thos. Roberts, Esq., Civil Engineer, we take the following:

"In referring to Puget Sound, in a general way, the mind naturally gathers a picture of the waters of which, technically, Puget Sound, the extreme southern portion, constitutes but a small part. The gulf of Georgia, and the Straits of Juan de Fuca, are the two grand inlets from the ocean; each being about ten miles wide by their entire length, and generally much wider. The Strait of Juan de Fuca must always be the main commercial avenue from the sea to the extensive region drained by the vast interior salt water navigation which permeates that portion of United States territory lying between latitude 47 degrees and 49 degrees, and between longitude 122 deg. and 124 deg. The coast line of all these inland seas covers a distance of 1,500 miles, surrounded on the eastern side by magnificent forests of pine, fir, cedar, etc., surpassing any forests of the same kind of timber elsewhere, in the quantity and quality of the timber. Numerous sufficient already exist at different points, generally where saw-mills could be conveniently located, and adjacent to the valuable timber tracts, and with from 12 feet to 20 feet at the largest ocean ships can lie there in perfect safety, at all times, and in every season of the year, and directly from the mills. The facilities for the greatest lumber trade the world has ever known are therefore at hand, and when the railroad shall be completed, the product of the mills around Puget Sound will command the commerce of one of feet per day, or three hundred millions per annum. With the settlements on these shores, which will accompany and follow the construction of the railroad, and with the interior demand that it will create along the line of the road itself, it is safe to claim that on these inland seas will spring up almost like magic, a trade which will establish this as a new great commercial center for the world, and where else on the globe to be found an unoccupied field for the establishment and permanent support of a town of 100,000 souls, or more, within the termini of a continental railroad, uniting the waters of the Pacific and Atlantic oceans? The harbors of the great Puget Sound indentation of the coast in the west, and the Lake Superior indentation of the coast on the east, are almost the same distance in point of time by a direct line is only about 1,350 miles; being thirty degrees of longitude, and at the age of 22. Becoming interested in the cause of education, General Leggett spent several years, after his admission to the bar, in efforts to secure a system of free schools for the state, and was the author of the measures of the present school system of that State, traveling through the State and addressing public meetings in its behalf. He began to practice his profession at Warren, Ohio, associating ex-Secretary Cox with him, at Dayton, and in 1857 removed to Zanesville to superintend the school. In 1861 he went into the service as Colonel of the Seventy-eighth Regiment Ohio Volunteers, and was first under fire at Fort Donelson. After that campaign, he was made disciple in which he had his new regiment attracted the attention of the commanding general, and he was at once appointed by General Grant provost marshal of the post. By his fine executive ability he soon brought order out of chaos, and won for himself the commendation and personal friendship of his chief. He was with Grant at Shiloh, Corinth, Jackson and Vicksburg, and was under Sherman in the Atlanta campaign and his "March to the Sea." He was promoted to be a full major general, always think, certain of a successful career. The mill will start with six furnaces and two trains of rolls, and its capacity will be enlarged as the business demands.

A Mr. Foster, formerly editor of the *Ohio State Journal*, had a difficulty with a clerk in the Columbus postoffice, recently, and struck him. The clerk returned the blow, when the latter ran out and procured a gun, with the latter was about to fire when Mr. Hardesty, without drawing the "joke," because ever, train stops there whether signalled or not. He waited for half an hour, when the train, on its way to Braddocks, came along, and backing slowly towards Braddocks. When he reached the next point, light was thrown upon the affair by the *Pittsburgh Gazette* and all concerned. The train, which consisted of but two cars, received but three passengers while at Braddock's Field, and these were rough looking fellows who boarded the first car, and while the conductor and brakesman were engaged on the rear platform of the train that car, and the girl was thrown from the car, and the train, when signalled, started off. The attempted robbery was frustrated by the conductor, who uplifted the train to go to Mills' Station, when the bell was rung, the train stopped, and they alighted. The conductor, brakesman, Mr. Porter et al. and the engineer, not knowing but all was right, signalled to start, when the "gang" returned, and about the time he reached Brown's Station, ... rope, which had dragged since leaving Braddocks, caught on the above way pass as a very clever trick, since no accident happened, and three reckless scamps got a free ride by taking entire possession of the train; but that act was most serious and reprehensible offense against the company, and ought to be severely punished, that such acts may not bear repetition, and if President Hughart gets into hands upon the scamps who perpetrated it, he will make them feel the force of the law.

OHIO NEWS.

Judge E. E. Evans, of Zanesville, aged fifty-six years, boasts of the fact that he has never eaten an oyster.

The Presbyterians of Portsmouth intend building a $50,000 church.

Sheldon Smith, for fifty years a resident of Huron county, died a few days ago at Wakeman, aged seventy-nine years.

A petition in bankruptcy has been filed by John P. Oliver against Elisha and R. W. Teeters, of Alliance; and one by Gleck & Sherwood against Wesley Creal, of Ulrichsville.

George M. Shafer, of Massillon, aged twelve years, has been missing since week before last, and his guardian, H. F. Alberts, is making efforts to find him.

A convention of lake fishers was held in Monroe on Friday last. Measures for the proper protection of the large capital invested in this business; the necessity for a speedy and definite settlement of the rights, privileges and responsibilities of those engaged, the question of encouraging the artificial propagation of fish, &c., were fully discussed.

It is stated that Judge Brinkerhoff will decline to be a candidate for Governor.

A man ninety-three years of age, whose residence is in Lancaster, was taken up by the Columbus city police recently, incarcerated, tried, and set free.

William Collins and wife, of Noble county, failed in an effort to contest a will, and took to drinking. They are now both occupants of a lunatic asylum.

The Winslow Barb Nail Company are about to erect extensive works at Newark.

The whiskvites of Mansfield, it is said, will run a ticket of their own at the spring election.

A young lady school teacher in Madison township, Pickaway county, walks a distance of six miles to her school, morning and evening, a distance of seven miles. We'll bet a pin she enjoys good health.

John Martin, an aged citizen of Gambier, slipped on the ice and fell into a well recently containing a foot of water a few days ago, and was rescued by a neighbor who saw the accident, having received no more serious injury than a few bruises.

Thomas Cox, *Esq.*, an old and wealthy citizen of Lancaster, died on the 9th inst., aged seventy-three years.

Governor Hayes has refused to commute the sentence of death pronounced upon Andrew Brentinger, convicted of the murder of his wife in Lorain county, last fall. Brentinger will, therefore, be hung on January 20th, at Lima.

The population of Mahoning county is 39,054, against 25,904 in 1860. Youngstown has increased in population 192 per cent. during the last decade.

It is said that the palatial residence of Mr. Aultman, in Canton, Ohio, now approaching completion, is one of the most elegant and tasteful private residences in the country. Its cost will be the most magnificent private residence in the world.

There are three brothers in Gallipolis whose united weight is 726 pounds, as follows: Capt. James Dale, 320; Capt. James Dale, 230; Mr. Hiram Dale, 180.

The business of the Toledo postoffice increased over forty per cent. last year.

C. H. Andrews, of Youngstown, bought at assignee's sale on Tuesday last the rolling mill of Harris, Blackford & Co., paying therefore the sum of $100,000.

John Prill, one of the oldest men in Montgomery county, died in Butler township a short time ago, in his ninety-second year. He was never married.

Oscar Houghtell, residing three miles east of Carey Sandusky county, accidentally shot and killed his brother-in-law, Mr. Miller, while examining a rifle. The ball passed through a window, and struck the lady in the left breast.

The bridge spanning Simpson's Cut, two miles west of Peoria, Illinois, on the Toledo, Cincinnati and St. Louis Railroad, is a bad thing for brakemen, having already killed five and injured as many more. The last victim was J